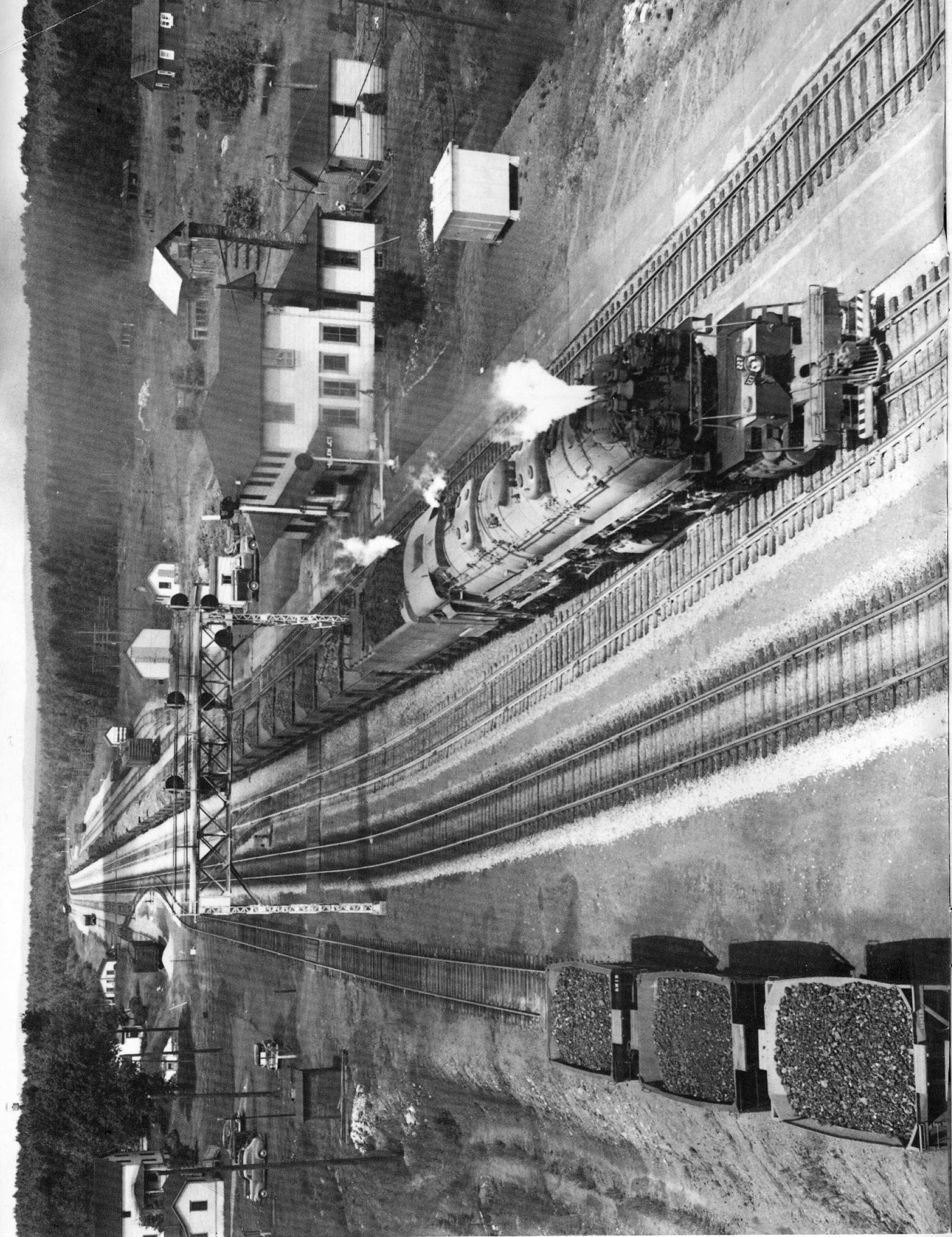


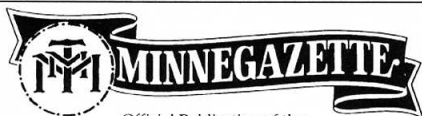
Minnesota Transportation Museum



Winter 1995







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The *MinneGAZZETTE* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

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**THANK YOU FOR
YOUR GENEROSITY**

-To **Art Pew** for his gift of stock valued at \$200,000 to the Jackson Street Fund.

-To **Lake Harriet United Methodist Church** for its donation to the Traction Fund.

-To **Lloyd J. Jackson** for his donation to the NP triple combine #1102 fund, in memory of **James Weist**.

-To the **Onan Family Foundation** for its grant of \$2100 to the Traction Fund.

-To **Howard Melco** for his donation of early TCRT photographs.

-To the many Steamboat Fund contributors. See list on page 15.

**PEW REPEATS JACKSON
STREET STOCK GIFT**

For the second time this year, **Art Pew** has donated 18,500 shares of Oryx Oil Company stock to MTM, to be used to pay down the Jackson Street mortgage principle. When sold, they yielded \$200,354 after broker fees. As a result, the Jackson Street mortgage has been reduced from \$609,500 to \$409,146.

The donation is part of the overall plan to open Jackson Street to the public, probably in 1996 when the ISTEAF funded improvements are complete. Readers wishing to donate to the Jackson Street Fund, or participate in the building's restoration, should call Art at 429-5806.

**CORRECTIONS
& NEW INFO**

Leo Meloche and **Jim Kreuzberger** added info about the steamship South American. Over 300 feet long, it was built in 1914, retired on the Duluth-Buffalo run in 1967, and scrapped in Camden, NJ in 1993. Kreuzberger adds that he worked at the Western Auto Store pictured on page 29 at the time of the photo.

Front Cover: A northbound 2nd Street NE car waits while the Northern Pacific switches the malting plant at 18th Avenue. The plant withstood a fire last year, but remains an active rail shipper. Bob Schumacher photo, MTM collection.

Inside Front Cover: In the summer of 1950, one of the DM&IR's massive 2-8-8-4 Yellowstones passes Allen Junction with a loaded ore drag for Proctor. Wayne Olsen photo, Pete Bonesteel collection.

Dorothy Ruppert of the End-O-Line Rail Park in Currie sent us photos of their newly acquired Georgia Northern 4-6-0. They've already cast a new bell for it. Incidentally, 1994 was their busiest year ever, with 5648 visitors. Locomotive & Railway Preservation Magazine ran a large article on End-O-Line and its new locomotive in its Oct.-Nov. 1994 issue.



Jim Weist as we'll remember him, in the RPO section of #1102. **Lloyd Jackson** photo.

OBITUARY

MTM has lost another good friend and Railway Post Office worker, **James B. Weist**. Jim passed away on October 22, 1994 at age 77. Railroading was in his blood, and his father's before him. His account of making the Minneapolis-Aberdeen RPO run in a blinding snowstorm appeared in the Spring 1994 *MinneGAZZETTE*. He put in many an hour helping to reconstruct and refurbish car #1102, his pride and joy. His friendly chats about the Railway Mail Service and his demonstrations of catching mail on the fly will long be remembered. His friends and the men of the Railway Mail Service will miss him.

CHAIRMAN'S COLUMN

-John Diers

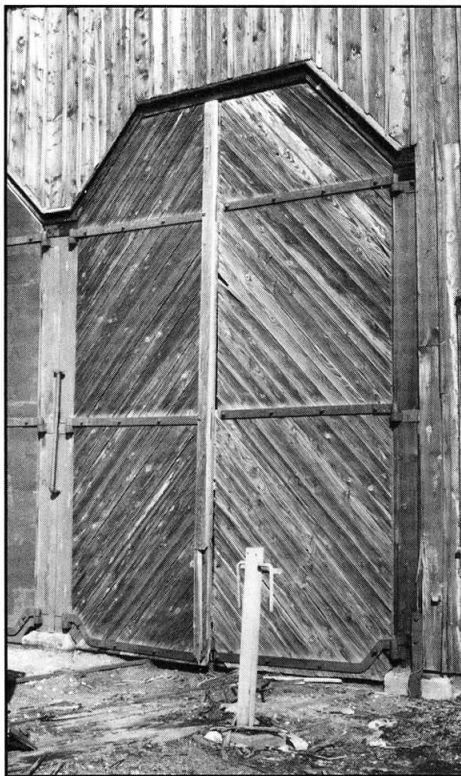
The economics of steam

It's December 1st and my January issue of Trains Magazine just arrived. The front cover made official the rumors which were circulating for some time. Norfolk Southern was dropping the fires on its steam program. More will be known about the decision and the fate of the 611 and the 1218 by the time this Minnegazette appears in print, but, for now, the action by Norfolk Southern management appears firm and final.

There are no villains in this story. Norfolk Southern is a business. It is not a museum, and it is certainly not a charity. It made a business decision based on its responsibilities to its customers, its stockholders and its employees. We can all be grateful to the Claytor brothers for keeping the program around while they lived.

Some in the railfan community will no doubt argue the merits of what was done. While it's true that steam was, and still can be, a powerful representation of the railroad tradition, it's also true that the industry is changing as is the market for the steam experience. For older persons, steam is an instant and evocative reminder of their younger years. For younger persons, it is more an historical curiosity.

What this means for other steam operations is problematical. Big time, mainline steam excursions are incredibly expensive and the number of major railroads willing to host them are small in number. To make money you must run more than the occasional trip just to cover fixed costs. The need to maximize revenue dictates very long trains, often 15-20 cars. Ticket prices have to be kept high for the same reason. If the coach windows don't open, and most don't these days, it's hard for the passengers to tell what kind of locomotive is up front. This breeds "disinvestors", that army of fans who chase the train but never buy a ticket. Run two or three trips over the same stretch of railroad and the market dries up pretty fast. It's a high risk, low return business, which explains why so many big engines are sitting cold. It may also explain, in part, why Norfolk Southern is quitting.



The Soo Line is famous for preserving (or perhaps neglecting to get rid of) original structures from the 19th century. This venerable door is part of the still active Thief River Falls roundhouse. Aaron Isaacs photo.

"Captive" operations such as North Freedom or the Osceola & St. Croix Valley are another matter. For the most part the engines are smaller, like our 328. Their one time restoration and operating costs are also much less. Insurance requirements are lower. There are no railroad pilot crews to pay. A temporary train of rented passenger cars needn't be deadheaded hundreds of miles for the occasion. Marketing costs can be spread over more trips.

It still costs more to run steam than a diesel, but the smaller, lighter engines can recover these costs much faster by running short, frequent trips at moderate ticket prices that don't induce sticker shock. Smaller engines aren't restricted to heavy track and wide curvature. For the occasional off-line community celebration, they can use any track that is handy, reducing potential derailments and conflicts with mainline traffic.

Even with all these advantages, however, MTM's steam operations run a deficit. Except for a couple of special movements, steam last summer was restricted to Saturday Dresser trips in July and September. Let's compare the

ridership and revenue generated by steam to that generated by comparable diesel powered trips. The diesel Dresser Saturdays trips in June and August averaged 61 passengers, while the steam Saturdays in July and September averaged 194 passengers. Steam clearly attracted more ridership, and about \$7000 more revenue than the diesel trips would have.

On the other hand, repair and operating expenses for #328 (dead-heading to and from St. Paul not included) have averaged \$14,000 for each of the last two years. This may not be a completely fair comparison if those repairs last for several years. It is doubtful, however, that #328 can be sustained for long on the \$4800 in 1994 extra revenue that was left over after paying for coal.

The steam programs that make money run their engines intensively to spread the cost over more passengers. Using #328 on both Saturdays and Sundays would probably increase revenue faster than it would raise steam operating expenses, and would get closer to break even. Unfortunately, it would also require more crew hours, especially the unpopular chore of watching the engine all night.

Don't assume from this gloomy assessment of steam's economics that I'm anti-steam. Quite the contrary. I strongly believe in running steam, even at a loss. Steam is exciting, and is an essential part of what we are trying to communicate to the public. But members should realize that it is being subsidized by the diesel trains.

Steam won't go away, at least not in our lifetimes. #328 and other smaller museum engines will carry on the tradition and preserve the experience. The same may not be true for the big engines and mainline trips. Enjoy them while you can. They're probably on borrowed time.

BOARD OF TRUSTEES

October 1994

-Authorized the Railroad Division to discuss a possible transfer of the CB&Q wood caboose stored at Bayport to the Gopher State Railroad Museum.

-Authorized **Leo Meloche** to purchase a former Detroit streetcar from the Ohio Railway Museum.



When was the last time this area saw three active steam locomotives? LSMT's ex-D&NM 2-8-2 #14 spent Labor Day weekend on the Skally Line pulling the Hinkley Fire Train. Al Jensen photo.

November 1994

-Approved the transfer of the CB&Q wood caboose stored at Bayport to the Gopher State Railroad Museum, pending approval of a transfer agreement at the December Board meeting.

-Set member dues for 1995. There will be no change from 1994.

-Changed the free ride privilege at Osceola. Volunteers active in any MTM division receive unlimited free rides. Non-volunteers receive one free ride, and a 50% discount on subsequent rides.

NOTES

The ballots have been counted in the election for the three open seats on the Board of Trustees. The winners, who ran unopposed, are **Richard Fish** with 428 votes, **Todd Rust** with 424 votes and **Aaron Isaacs** with 420. Fish and Isaacs were incumbents. Rust replaced **Art Nettis**, who did not run. 42 write-in votes were cast for 19 other candidates. The winners will serve a two year term. Next year the other two seats will be up for election.

MTM has purchased a high quality video camera. Contact **Mike Buck** if you are interested in making a video record of any museum activity.

MTM regularly has a table at local railroad flea markets. It's a good way to tell people about the museum and



North Star Rail's ex-CMStP&P 4-8-4 #261 made several fall trips. Here, painted as a Lackawanna engine for a National Park Service Steamtown film, it departs New Richmond, WI with a rare matched Pullman green heavyweight consist, including our #1102. Jim Johnston photo.

raise some money by selling this and that. We need things to sell. If you have old rail books, models or other items, please donate them. It's tax deductible, the money goes into the MTM General Fund and you didn't want all that old stuff anyway. Call **Tim Anderson** at 493-4655.

Soo Line 2-8-2 #1003 has been purchased from the City of Superior, WI for \$40,000 by the non-profit Wisconsin Railway Preservation Trust. Included in the sale are several boxcars, a coach and a caboose. The locomotive has been moved to the Fraser Shipyard for tender repairs and the beginnings of boiler repairs. For more information, write to WRP, P.O. Box 83, Osceola, WI 54020-0083.

TRACTION REPORT

-Louis Hoffman

A time for thanks

I have now completed five years as General Superintendent of the Como-Harriet Streetcar Line. Much has been accomplished by the Traction Division's volunteers since I succeeded the late **Curt Allen** at the end of 1989: #78 has been completed. PCC #322 was acquired and its restoration is well along the way. #1300 has seen many repairs, such as a new roof and paint. Scheduled maintenance is in place and cars are



Barney Olsen grinds excess weld material from a new PCC battery door patch. George Isaacs photo.

inspected daily before service. The Linden Hills Depot is completed, its exhibits keep getting better and better, and the number of quality souvenir items increases yearly. The Linden Hills Car barn and Shops now has gas heat, a security system, and is about to be expanded and further improved. Federal ISTEA funding is on the way - we hope - and will fund the car barn expansion and some of the improvements, PCC restoration, badly needed trackwork, and other improvements to the historical structures along the line. We have begun using our buses more and have made an uncertain expansion into rubber tired transport. We are now retraining and supervising our crews better. More people are helping out with management. We carried our 1 millionth passenger. There's more. But my point is not to summarize five years' worth of Traction Division accomplishments. Instead, because I write these words several days after Thanksgiving, my purpose is to thank a few of the people whose extraordinary efforts have helped make all of this happen.

Every year, more than one hundred people contribute their time and talents to the Como-Harriet Streetcar Line. Each and every one deserves our thanks, but there are a few people who deserve to be singled out for service above and beyond the call of duty.

Mike Buck has put together the displays for the Linden Hills Depot since its opened, keeps it clean, and can often be seen mowing grass along

the line, even on hot, humid summer days. This, in addition to his fine video work for the entire Museum. Mike is a former Vice President of Traction and has served as Superintendent of Safety and Training as well.

Bill Graham has just taken over as Chief Engineering Officer and has gotten our track program well, back on track, as you'll read below. Bill is a former President and Minnegazette editor who, in addition to his regular Traction Division duties, has provided invaluable assistance to the Steamboat division in planning its streetcar line and assists at both Jackson Street and Osceola.

Roy Harvey is the person who handles a big chunk of our charters - more than 25 this year alone - and keeps the buildings and grounds looking tidy. Rarely do I stop by the car barn that there isn't evidence he has been there doing something, ranging from shoveling snow, to picking up debris, to keeping the barns clean, to raking the dirt.

George Isaacs is project manager for the PCC Restoration and worked tirelessly over many years to bring the PCCs back to the Twin Cities. Because of his great experience, George is a help with virtually everything we do. He is a founding member of the Museum, a former President, and has served the Traction Division in many capacities, including Chief Mechanical Officer and Roadmaster. George also works as a car attendant at Osceola.

Al Jensen is Superintendent of Transportation, overseeing all special events and regular operations, has

called crews for three years, and is Superintendent of the Motor Bus Department. All of these jobs are major time commitments, yet he also oversees the Minnegazette stuffing and mailing crews.

Karl Jones heads the Safety and Training Department, a major time commitment, and oversees the depot garden. Karl has also been the Acting Chief Mechanical Officer.

John Kennedy, Assistant Superintendent of Transportation, has done crew calling for four years, calling more than fifty people six times a year in a two-week window, a Herculean task, and is the first inspector appointed.

Mike Miller, our new Chief Mechanical Officer, put together the Traction Division's ISTEA proposal, cleared out the overgrown brush at the Cottage City stop, and is our liaison to the neighborhood, always looking out for our interests. This in addition to spearheading the Oral History Project and serving on the Board of Trustees.

John and Kathy Prestholdt help out as operators. John is also the Chief Cashier, and helps in the shop and with training. John also keeps meticulous statistics.

Walt Strobel, former Chief Engineering Officer and Chief Mechanical Officer, has provided yeoman service to the Division, continuing to do so as a foreman in the Engineering, Mechanical, and Transportation Departments.

Hilmar Wagner is the person who calls the crews who clean the streetcars, one of the least popular jobs around (both calling and cleaning). Although about a dozen people help clean the cars over the course of the season, and I appreciate every one of them, it's Hilmar who gets them down to the car barn and keeps it stocked with cleaning supplies.

There is another group of people who deserve recognition: our passengers. I especially want to thank the regulars, many of whom are members and will read this article. As most Como-Harriet volunteers know, there is a large group of people who you see time and time again, year after year, aboard the streetcars. Soon, you recognize their faces, then their names. Before you know it, their children have grown up before our eyes. Although it's fun to drive a

streetcar, perhaps the most rewarding thing about volunteering at Lake Harriet is seeing the enjoyment it gives to children of all ages.

Finally, thanks are due to the **Onan Family Foundation**. For many years, the Foundation has generously made an annual grant, with no strings attached, to the Como-Harriet Streetcar Line. This year's was \$3850, almost ten percent of the Traction budget. Their investment in the museum over the last 25 years totals more than \$95,000 including contributions to the Railroad, Steamboat and General Funds.

Money matters

Having money in the bank is letting the Traction Division make even more money. Back in the old days, when the Museum lived from hand to mouth, investing money was out of the question. Not so now. The Traction Fund is being put to work. With more than \$51,000 and limited expenses over the winter (lots once the season approaches) \$25,000 has been invested in a six month certificate of deposit which will earn the Traction Fund in excess of \$500, all without using electricity or wear and tear on a streetcar. Thanks to Treasurer **Aaron Isaacs** and accountant **Jeanne Setnes** for their wise management of the Museum's money.

Engineering Department

The Engineering Department is planning a busy 1995. Spring will see at least \$6,000 in track work contracted out. Depending on the availability of ISTEAFunds and good weather, another \$22,000 in trackwork will be contracted for either this year, in the Spring of 1996, or both. In addition, the department is planning to schedule volunteer work crews most every Saturday from April through June and in September and October. When you receive your Traction Division Survey for 1995, please help out by volunteering for the track crew.

Where will this work happen? All along the line. The initial focus will be on tie replacement. There are 470 ties on the line which show significant deterioration. 235 of them, including those under rail joints or where there are three or more failed ties in a row, will be replaced in April by **Mar-John Track Maintenance, Inc.** Between Lake Calhoun and the tie pile north of

the William Berry bridge, 88 of the 160 deteriorated ties will be replaced. Moving south, 28 of 37 will be replaced from the tie pile to the bridge, 48 of 88 from there to the north switch, all 11 at the north switch, 12 of 124 from West 42nd Street to the south end of the lawn, and 48 of 50 from the south end of the lawn to the carbarn switch.

The ISTEAFunds allocated to track work will first be used to replace the remaining 235 ties showing significant deterioration, then to re-lay the south switch at West 42nd Street, move the carbarn switch north and lengthen the carbarn lead tracks, and begin welding rail joints in the Archery Range curves. This will happen later in 1995 or in the Spring of 1996, depending on when funds become available. Plans for the remaining ISTEAFunds are being developed. A lower priority is to rebuild the siding.

To ease the burden on volunteers, what with so much emphasis on track, the Department is considering contracting for the remainder of the lawn maintenance. For several years, all of the right-of-way except for the depot area have been contracted out at a very reasonable price. If the price is right, the depot area will be added.

The Museum has also acquired a number of cast iron TCRT poles. These were last in use in the vicinity of the Capitol. There are several others we know about which we will try to

acquire. Our hope is to replace as many wooden poles in the depot area as possible with these authentic cast iron ones, further augmenting the historic flavor of the Linden Hills Depot area. Anyone who knows where other TCRT cast iron poles exist should contact **Bill Graham** at 935-7515.

Mechanical Department

The Department has been restructured with five foremen: **Bill Graham, George Isaacs, Karl Jones, John Prestholdt, and Walt Strobel**. At least one will be on duty every Wednesday evening beginning at 6:30 p.m. and on the first and third Saturdays of every month beginning at 9:00 a.m. to assign and supervise work. More foremen and volunteers are needed. Please call Superintendent **Mike Miller** at 927-6960 or just show up on a work day.

There's a lot to do, ranging from replacing #1300's roof and repairing its wiring and front roll sign, to rebuilding #265's air compressor and refinishing its windowsills, to polishing brass on all three cars. There's a long list posted at the carbarn. Wouldn't it be nice to complete it all before the ARM Convention? Please stop by and help — it may be cold outside but the carbarn is heated!



On the last day of the 1994 season, new and old meet along the south shore of Lake Calhoun. Aaron Isaacs photo.



Look south from the roof of the Linden Hills depot and this is what you see. Aaron Isaacs photo.

Motor Bus Department

The Motor Bus Department has scaled back its plans slightly. With Mack #630 and GMC 5105 #1399 out of service, our goal will be to repair them in time for the 1995 operating season. AM General #1488 needs little work (we think) to make it movable under its own power, a prerequisite before Ryder will lend us indoor storage space for it. That will be a Spring/Summer project. The two unidentified GMC 5105s at Jackson Street will be scrapped this Summer or Fall. Any usable spare parts will be stored in #1303, the remaining 5105. Once #1488 is at Ryder, #1303 will be towed down the hill and stored next to the unidentified Yellow coach. We hope that both will be securely tarped before next Winter. Because of their relatively good condition, #1488 and the GMC 5303, #103 (stored indoors by MCTO at Nicollet Garage), are the best candidates for restoration, probably no earlier than the Fall of 1995.

Passenger Services Department

Look for a number of new souvenir items at the Linden Hills Depot this Spring. The long-promised mugs will be on hand when the season opens. There will be a new winter postcard. Anyone with good color winter shots of the line should contact **Louis Hoffman** at 729-0287 as soon as possible. The Como-Harriet souvenir booklet entitled "TCRT in the 1940's" will be for sale as well. Produced by **Aaron Isaacs**, it will be similar in format to the popular booklet Aaron did for the Osceola & St. Croix Valley Ry.

Look for augmented exhibits as well. In addition to **Mike Buck's** fine displays in the cabinets and on the television screen, there will be an interactive display employing computer technology to teach how streetcars work and where they ran in the Twin Cities.

Also planned are turn-of-the-century plantings around the depot and period decoration inside. In addition, we hope to add a brochure rack similar to those

found aboard the streetcars and a donation box to soak up spare change. Anyone wishing to donate computer equipment, cabinetry to house it, garden materials, fabric for curtains, wallpaper, or pressed tin ceiling material, or cash to acquire these things, should contact **Louis Hoffman** at 729-0287.

Minnehaha Depot

Visitors to the Minnehaha Depot this Spring will notice a number of improvements, not only to the depot, but to the surrounding park as well. The Park Board has begun the long-awaited renovation of Minnehaha Park and it was well worth the wait. The initial work involved repairing the bridge across the creek above the falls, adding wheelchair ramps, and completely rebuilding the area around the depot. The depot is now surrounded with new sod, beautiful new benches, picnic tables and walkways, and a pergola along the

crest of the bluff. These new amenities will attract more people to the depot area. Please consider volunteering for the Minnehaha Depot when you fill out your Traction Division survey.

The Minnehaha Depot needs a new postcard scene. If you have a good color photo or slide of the depot with the shutters off (preferably with a train in it), please mail it to **Louis Hoffman** at the Museum post office box.

Safety and Training Department

By the time you read these words, the 1995 Traction Division Survey should be in your mailbox. We need volunteers; it's easy and it's fun. Why not join us in 1995? There's something for everyone, no matter how much, or little, time you have and no matter what your talents are. Motorman training will be in late April as usual. If you have any questions about motorman training or didn't receive your survey, please call Superintendent of Safety and Training **Karl Jones** at 427-7891. Any other inquiries, including volunteer computer mavens to input and prepare the survey report, please call **Louis Hoffman** at 729-0287.

Transportation Department

The final passenger count for 1994 is in. Cool, rainy fall weather resulted in a slow September and October. The biggest blow was poor weather over Labor Day weekend. On Labor Day itself, a beautiful day, 880 passengers boarded #1300. From Friday through Sunday, in contrast, under cool and often wet skies, a total of only 486 passengers rode. Despite it all, total ridership for 1994 was 40,897, a respectable figure indeed.

Of 1994's total, 38,996 rode scheduled streetcars. 27,677 were paying passengers. 1,894 rode 58 chartered streetcars, an increase of nearly fifty percent in the number of charters from each of the previous two years. Thanks to Charter Agent **Wanda Sims** for a job well done.

1,846 trips were made on 124 days, or 14.1 trips per day. #78 carried 5,375 passengers on 36 days. #265 carried 15,348 passengers on 33 days. #1300 carried 18,273 passengers on 55 days. The average passenger count per day is 348 in regular service and 57 per day in charter service. The number of

volunteer operator hours is 1,384. The total number of passengers carried since August of 1971 is 1,054,318. Thanks to Chief Cashier **John Prestholdt** for compiling these statistics.

The 1995 schedule will see a number of minor changes. Saturday service will begin at 12:30 p.m., the same time as on Sundays and holidays. This will end confusion since Saturday and Sunday/holiday service have begun at different times. It will also allow for two additional trips on Saturdays, adding a few dollars to the coffers. Service will also begin on the first Saturday in May, May 6. Streetcars will then run on weekends only on the normal schedule until beginning daily service over Memorial Day weekend. This should result in about 2,000 additional passengers and about \$1,500 in additional income.

The Traction Division is also hiring a crew caller. The burden of calling has become too much of a time commitment for volunteers. The Division has approved contracting with a crew caller to work fifty hours per month from April through August at a contract price of \$2,500. The work is concentrated in the first two weeks of the month, mostly in the evenings. Anyone interested should call **Louis Hoffman** at 729-0287.

RAILROAD DIVISION REPORT

It was the busiest operating season yet at Osceola. Trains ran 79 days, compared to 72 days in 1993. In addition, the Railroad Division supplied crews for the Andersen Window picnic and started hauling freight for the Wisconsin Central.

As of December 11th, 83 freight cars had been moved. This typically happens once and sometimes twice a week, usually on Saturdays or Thursdays. As few as one and as many as nine cars have been hauled at once, with 3-4 typical. Because the fuel to power a one-car train costs more than the haulage charge, moves usually wait until at least two accumulate. With MTM's power back at Jackson Street, WC engines are used. This usually means the Chippewa Falls switcher, a GP unit. The switcher doesn't work weekends, so a road freight brings it to Withrow. On a couple of occasions, however, train #6 has dropped one of its SD road units.

MTM usually fields a two-member crew. Now that liability issues have been clarified, it appears that the freight haulage agreement will continue indefinitely.

With the operating season over, equipment was returned to Jackson Street, including both diesels, #328 and coaches #1213 and #2232. First class car #A-11 is headed for the Escanaba & Lake Superior, where it will receive much needed rear platform repairs and new exterior paint.

MTM crews have several projects lined up for this winter. Diesel #105 needs a couple of new wheel sets and air brake maintenance. A consultant is going to review the condition of #328's running gear and decide what future work is in store.

A preheater will be installed on the diesel generator of GN coach #1213 to reduce startup wear and tear. #1213 will also get painted and have some windows replaced. Lackawanna coach #2232 has a crooked truck bolster that appears to require some spring repair. There are also plans to install hardware on the doors between the vestibules and passenger compartment, install a toilet, and strip the paint from the etched-glass clerestory windows. After the two coaches are complete, every effort will be made to finish up GN baggage car #265, so it can run at Osceola next year.

An effort is underway to recruit new volunteers and take some of the load off the most active people. **George Burke** is now assisting **Dick Fish** with the supervision of equipment. **John Oliver** has been named project manager of NP steam locomotive #2156, a long dormant project.

Winter repairs are always hard at Jackson Street because the pole barn isn't heated. **Todd Rust** is negotiating a lease of the Smith Brothers building next to Jackson Street, the former Great Northern passenger car shop. It is heated. Also, the "welding bay", which is the north end of the Jackson Street garage area near the S&StP wood coach, has been partitioned off so it can be heated this winter.

Mike Buck has finished his second video on Osceola. It features steamer #328, along with many human interest scenes of volunteers and passengers. Mike's work keeps getting better.

OSCEOLA REPORT

-Marcia Diers

94 recap

Ridership and revenue both grew in 1994. In the case of ridership, the big story was charters and group reservations, which grew from 8634 to 10,007 passengers. With the exception of a couple of new Amery specials and the Thank You train for Soo and BN employees, the big increase (37%) occurred on weekday charters. Weekend charters actually declined 10%. Charters ran on 19 Thursdays, meaning that only four Thursdays failed to see a charter during the operating season. In addition, charters were added on five Tuesdays in September and October to meet the demand.

Special trains included the Amery Community Club on June 29th, the Osceola to Amery 4th of July Special, the Recognition train on August 14th and the Amery Fall Festival on September 15th.

Because of fare increases, the average revenue per passenger increased 25%, from \$5.39 to \$6.75. Souvenir revenue was up sharply. The booklet "Whistling Down the Valley" sold 1146 copies. Interestingly, booklet sales declined during September and October. Since it is only sold on the train by car attendants, this implies that they were too busy handling the big fall crowds to hawk souvenirs. 6390 postcards were sold.



Pulling eight-car fall colors trains with a 1200 hp switcher seemed a tall order, so the Wisconsin Central leased us ex-C&NW, ex-Fox River Valley GP9 #4504. Pulled from the dead line, the engine proved to be a good runner and helped keep the big trains on schedule. Benn Coifman photo.

Planning for 95

Good weather, over 100 hard working volunteers, cooperative communities in Wisconsin and Minnesota, a major railroad willing to work with us and over 27,000 passengers from all over the world were the major ingredients for the success of the Osceola & St. Croix Valley Railway this year.

From the experience of the past two seasons we are able to put together a pretty good recipe for next year that will insure a comparable outcome. We are getting a good feeling for what works and what doesn't.

Refinement of our product is the key strategy for planning the 1995 season. It's taken all of our energies and resources just to get the operation going over the past two to three years. We've had to forego attention to details that could be shelved until a later date to concentrate on other priorities. While the schedule, the fares, the route, the consist of the train, training and marketing will not change much for next year, we will be making adjustments in all of these areas based on past experience to refine and polish our product for next season.

We asked for feedback and critiques from the volunteers, as we did last year, at the end of the season. Their responses, plus good data collected during the season, together with ongoing market research, provide the raw material for the planning process. The result will be marketing and operations plans and budgets for the O&StCV Board to review in late February or early March. As an example, in the area of marketing, indications are that we should put

Selected Stats 1994 vs 1993

	1993	1994	% change
Total rides	23,397	27,232	+16
Regular passengers	13,353	13,776	+3
Charter, group & special passengers	8634	10,007	+16
Non-revenue passengers	1410	4290	+204
Weekend charters	3860	3490	-10
Weekday charters	4774	6517	+37
First class passengers	604	663	+10
Average fare	\$5.39	\$6.75	+25

1994 Osceola Ridership

	Marine				Dresser				Special	Total
	Reg	Group	Other	SubTotal	Reg	Group	Other	SubTotal		
May	330	249	77	656	259	0	39	298	0	954
June	878	1313	207	2398	254	272	104	630	209	3237
July	1738	506	393	2637	1398	45	410	1855	400	4892
Aug	1414	1060	399	2873	1007	29	536	1572	710	5155
Sept	1323	2860	399	4582	1063	51	337	1451	315	6348
Oct	2438	2769	493	5700	751	0	160	911	35	6646
Total	8121	8757	1968	18,446	4732	397	1586	6717	1669	27,232

Note - "Other" includes free rides by members, children under age 5, and complementary passes.

more emphasis on charters and group reservations, especially to school or children's programs. The whole area of concessions and retail sales at the depot site and/or on the train has not received the attention it could or should have. Strategies for improving on time performance will be part of the operating plan. Ticketing and ticket sales procedures will be refined and improved.

A very special thank you to Jan Edstrom, Marv Mahre, Norm Kerr, John Coughlin, George Isaacs, Charles Barthold, Steve Stocker, John Diers, Bob Clark, Bonnie Sawyer, Grace and Bernie Bjorklund and Morten Jorgensen who have provided constructive feedback along with their time and talents to the planning process for the 1995 operating season.

#328 returned to Jackson Street on September 27th. On the way it led the 2PM trip from Osceola to Marine. From there it towed #105, which had been leaking water into the fuel, to Northtown for repairs. Geep #4504 brought up the rear and led the passenger train back to Osceola. Benn Coifman photo.

First class operations

-Louis Hoffman

First class operations on the Osceola and St. Croix Valley Railway were successful for the second fall in a row, again with minimal marketing. Much of the publicity was word of mouth, from people who rode last year's experimental service and or who heard from others who had enjoyed it. Several new marketing techniques were employed, all at no cost. A first class crew member promoted the service to prospective passengers waiting in line between trips (attired properly, of course, and featuring a carnation in his lapel). A poster was placed in the ticket office window featuring a picture of the A-11. And, on Dresser trips, a first class crew member walked the train prior to and immediately after departure from Osceola offering to upgrade coach passengers. All of this resulted in 663 passengers in 17 days of service in

September and October on 68 trips or 9.5 passengers per trip. This generated \$9,270 in revenue, or \$13.90 per passenger.

Consistent with coach statistics, Marine trips are more popular than those to Dresser and ridership skyrockets during fall colors. To emphasize the popularity of fall color trips, 508 of the 663 total first class passengers rode between September 24 and October 23. The best days were October 8 and 9, when 79 passengers rode each day. That was also the best overall weekend for first class service, 158 passengers. Those days also featured the best individual trips, 25 (one short of capacity) on three of the four Marine trips (the fourth carried 24 passengers). The 3:45 Dresser trip on October 9 carried 24 passengers, by far the best Dresser trip.

For those members unfamiliar with first class service, an extra fare is charged with no discounts for senior

Month	First Class Service				Total	
	Riders	Marine Revenue	Riders	Dresser Revenue	Riders	Revenue
Sept	168	\$2520	34	\$340	202	\$2860
Oct	358	\$5370	104	\$1040	461	\$6410
Total	526	\$7890	138	\$1380	663	\$9270





Lest we forget, steam engines are dirty. Gary Ostrand sports a fresh set of cinders. John Diers photo.

citizens, children or members. The fare to Marine is \$15, to Dresser, \$10. For the extra fare, first class passengers receive extra service. In addition to the A-11's newly remodeled interior, featuring fresh flowers, fresh paint, new carpet, new chairs, and new upholstery, first class passengers enjoy unlimited complimentary food and beverage service (cookies, doughnut holes, muffins, strudel, apple cider, coffee, and soda) by attentive, uniformed staff. Service is at your seat (or on the open platform).

Plans are underway for even better service in 1995. Interior redecorating of the car will continue. The exterior will be painted. More volunteers will be recruited and trained to permit at least two attendants per trip to assure the best possible service. If you're interested in this exciting project, please contact Commissary Manager **John Diers** at 929-5699 or Superintendent of Sleeping, Dining, and Parlor Car Services **Louis Hoffman** at 729-0287. The plan is to use the car in September and October only, except for charters and groups.

EXCELSIOR REPORT

Windows

By the time you read this, **Bob Dumas** will have fabricated and installed all the cabin windows. After taking measurements, he built each one slightly oversize at his home workshop. At the boat he trimmed them to fit. Even though most of the side windows are a standard 27 inches wide, the uprights aren't exactly square and corrections of about one-eighth inch were necessary.

It turns out that the reborn Minnehaha will have one less window in the forward half than the original. That's because the plans available to MTM show a boat that was never built, and it's slightly different from the Minnehaha. Faced with a choice between good plans for one less window and no plans for the correct number, Dumas went with the plans.

Each lower window works the same as on a streetcar. It slides up and down between a pair of inner and outer guides. The space between the guides widens toward the bottom to permit the window to open by being pulled inward and dropped into a wall pocket. The top corners of the fixed upper windows are ornamentally rounded, and so is the glass.

The assembled frames will be primed on the outside, filler stained and sealed on the inside, then sent to Varicon

Glass where the panes will be fitted. After being cut, the glass will be oven baked to temper it. Final assembly, which includes caulking and painting, will be done by volunteers.

Final window installation must wait for completion of the inside window guides, the horizontal rail upon which the flip-up window pocket caps rest, and the interior cabin wall.

The large number of windows has outstripped the supply of original hardware pieces. These include the little pull handle atop the window, and the pocket flap hinges. Duplicates are being manufactured.

Seats

Streetcar boats used stock streetcar seats, right? As it turns out, not exactly. There were several differences. Look under a seat in #1300 or #265 and you'll see that the frame is three-sided. It attaches to the wall on one side and is supported by a cast iron pedestal on the aisle side. The seatback and cushion are joined by a curved side casting on the aisle side only. The footrest pipe under the seat ends at the wall. And, of course, all four frame corners are square.

A few original boat seats have been acquired and they're different. The boat seats aren't square on the wall side. They angle to match the curve of the hull. **Cliff Brandhorst**, who is



The windows are mostly in, sans glass. The appliances on the roof are being displayed and aren't yet attached. Leo Meloche photo.

building the new frames, believes that the seatback width was standard, and the front of the seat is what varied. That means that aft seats were a couple of inches wider in front, and forward seats were narrower in front. The boat seats didn't attach to the wall, but were free standing, supported on two streetcar-model pedestals. The footrest pipe was shorter, running between the two pedestals. Finally, there was a second curved side casting on the wall side.

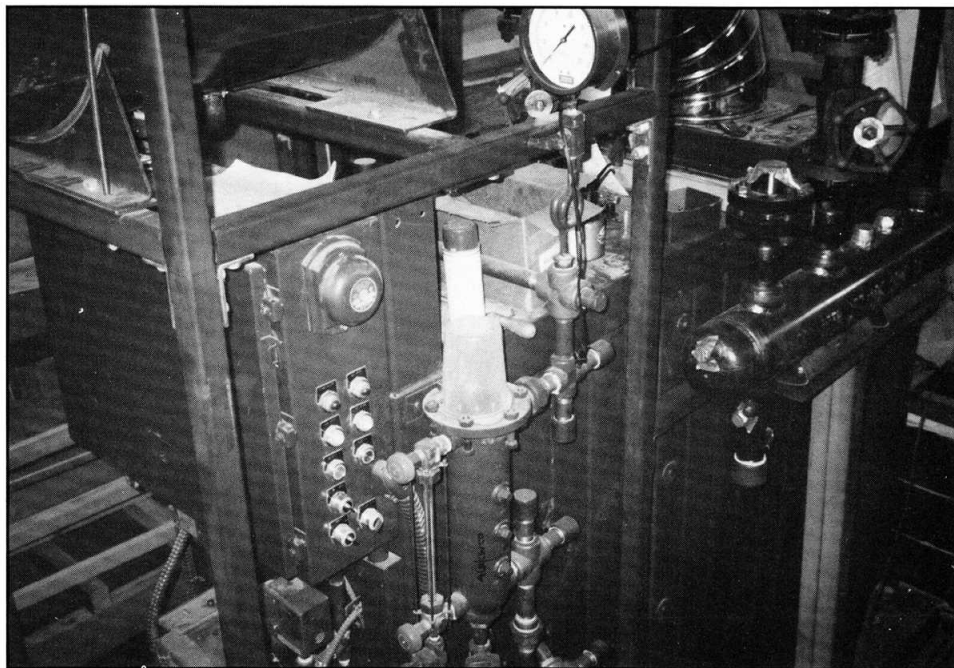
The seats Cliff is building have new frames, but will reuse original hardware until the supply runs out. There are plenty of springs and cushion innards. There won't be enough pedestals, grab handles, side castings, footrests or the double-ribbed copper straps that gird the seat back perimeter, holding the rattan in place. As reported last issue, there will be new rattan. If anyone knows where to find more of these items, give Cliff a call at 474-2487. The restoration of streetcar #1239 poses the same material shortage problem.

The complexities of steam fitting

The last Minnegazette described the challenge of designing the steam condenser that is necessary because the new engine converts all its steam back into water for reuse. The steam and water make a very complicated trip from the boiler to the engine and back.

Steam from the boiler passes through the recently installed steam header (see photo), a cylindrical device mounted on the boiler's starboard side. The header allocates most of the steam to the engine, with smaller amounts to the cooling system steam turbine and the whistle. The main steam line to the engine will be installed soon. It empties into the high pressure cylinder. The engine is a three-cylinder compound. The high pressure cylinder is the largest of the three. From there the steam travels to and is reused to power the intermediate and low pressure cylinders. Each is smaller than the one before and each contributes less horsepower.

From the engine the steam enters the condenser, where it is surrounded by tubes holding cool lake water. There it returns to liquid form. The Minnehaha never had a condenser, and the eight foot cylinder will encroach on the port seating next to the engine. The design has crowded



The steam header (at right) and gauges have been installed on the Minnehaha's boiler. Leo Meloche photo.

out some of the forward facing seats, so a long, side-facing "peanut row" seat will be substituted.

From the condenser, the water enters the coalescer, or oil separator. Oil mixes with the steam in the engine to provide needed lubrication, but must be removed before the water returns to the boiler. The separator is located on the starboard side below deck next to the engine, and was designed by **Scott Nelson**.

Next stop is the feed water pump, also located below deck on the port side opposite the separator. Actually, there are two feed water pumps. The main one is electric. The backup pump is steam powered. It is crucial that the boiler be supplied with water. The pump mounting plates have recently been installed by **Ron Cota**.

The feed water pump fills the surge tank mounted above the boiler, and it, in turn, supplies an even stream of water to the boiler, completing the cycle.

Restoration errata

Steve Jesmer reports that the hull planking is about two-thirds done, mostly above the water line. So far, only about 10 percent of the original planks have been usable due to dry rot and gouges. The remaining planks that run from the water line down to the keel will be tougher to install, because of their position. They are under the boat, making the work awkward,

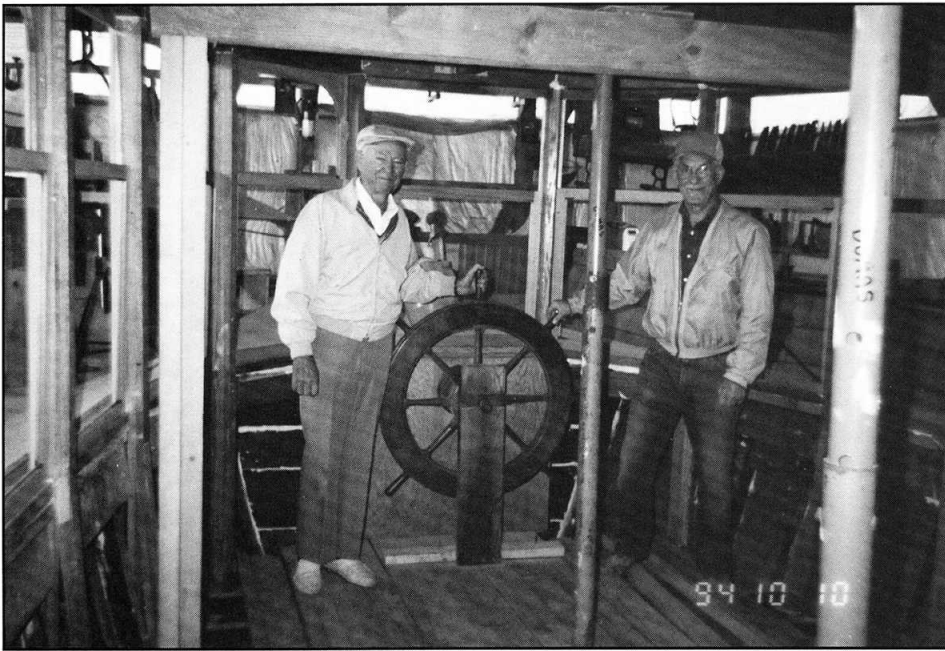
tiring and dirty, as debris falls back onto the workers. A typical Wednesday evening sees 1-2 planks measured and cut, and another 1-2 installed. The big unknown at this time is how much swelling will occur when the planks get wet. The crews have had to guess at the gap width.

Here's a little detail—the thousands of wood bungs (plugs) that cover the screw heads on the hull and deck planks are positioned so their grain matches the surrounding wood. This is done to improve strength as well as appearance.

Inside the cabin, the lavatory is being framed in. There will be one unisex toilet in the port-stern, rather than two abreast as in the original. The unused space on the starboard side will provide access to the rear deck, as well as a little extra storage room.

The cabin floor boards have been cut and some have been installed loose as a work surface. Permanent installation will wait for the completion of below deck plumbing and wiring. There will be fore and aft floor hatches in the cabin, each serving one of the boat's five separate water tight compartments. Additional hatches are located on the fore and aft decks and by the engine.

Pete Wier has installed the fire/bilge pump below deck next to the engine and oil separator. The fresh water and waste tanks have been plumbed, along with the water intake for the water-cooled Onan generator.



Ewald Gustafson (left) and Gordon Pederson with the newly installed hydraulic steering system. Leo Meloche photo.

Although the engine is mounted, it needs some work, including installing the lubrication system. The steam crew now includes **Leo Eiden, Jim Hewitt and Bob Tollefson.**

Current plans call for launching the Minnehaha by August 1, 1995 so that shake-down running can begin. Training of pilots and engineers is well underway. A new dock structure has been designed for Excelsior that will measure eight feet by 100 feet long. An eight-foot deep channel will be dredged beside the new dock as well as a turning basin nearby.

Publicity continues

The Excelsior Sun-Sailor continued its excellent coverage of the Minnehaha restoration with a front page story in the October 19th Lifestyle section. It featured member **Gordon Pederson** of Hopkins. Pederson, who is now 79, grew up with the express boats. He rode the Minnehaha as a child, and at age 13 watched from the Harpers Landing dock in Cottagewood as it was towed into the lake and sunk off Big Island.

The Wayzata Weekly News, which has also covered the restoration regularly, ran a front page story with color photo on November 23rd.

Mike Buck has made a fine video of the boat restoration. It features the volunteers, several of whom speak to the camera. To purchase a copy, contact **Leo Meloche.**

Here comes the Excelsior streetcar

The new streetcar line in Excelsior has been surveyed. Architect **Carl Gramentz** has prepared construction drawings and colored renderings of the carbarn. The site has been finalized. The survey firm of **Eagan, Fields & Nowak** will prepare easements for the various installations. The engineering firm of **Roger Anderson & Associates** will establish the final track alignment, and **Roger Jaros of Control Assembly Company** will design the overhead electrification.

Starting at the Excelsior Historical Society on Water Street, the line makes a sweeping 90 degree turn from east to north. A carbarn will be built near the midpoint, on landlocked city property next to Highway 7 north of Mill Street. By the time you read this, the city of Excelsior will have approved a zoning variance to permit the building. The grant application calls for the track to end just south of Excelsior Blvd., about 100 yards from the Minnehaha's dock, which will be located on the east shore just south of the St. Albans Bay bridge. The long term plan is to extend the track across Excelsior Blvd. to the end of the dock.

The carbarn will include a heated workshop area, and will be large enough to hold three standard streetcars plus the two small Valley Fair gasoline cars. The larger end of the structure (see photo on page 16) will be a simple pole building with three tracks, a

gravel floor and no heat. The one-track shop area extends to the south. Heated with a concrete floor and pit, it will accommodate a single car. The building is shaped this way to squeeze it around a small wetland next to the shop.

Railroad ties and overhead wire poles have been stockpiled at **Lyman Lumber** awaiting the start of construction. The goal is to build the carbarn and lay the track by the end of 1995 or early in 1996.

It is expected the ISTE grant will be approved so that MTM can incur expenses against the project budget after January 1, 1995. This will allow the contracts for this and other work to be bid and let. Car #1239, which will be restored to working order and is currently stored indoors at Jackson Street Roundhouse, will be hauled outside next Spring. Its underframe will be sandblasted before being trucked to Excelsior. After the carbarn is completed, the carbodies of TCRT cars 1239, 1496 and 1809 will be moved inside.

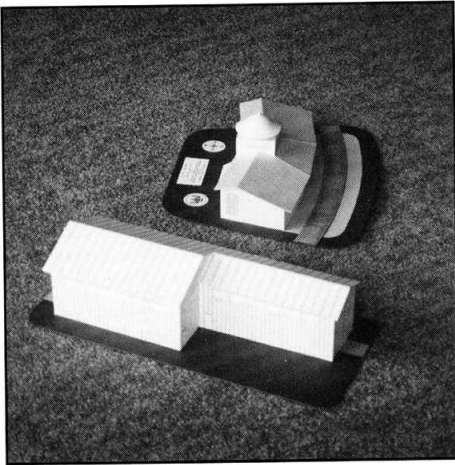
It is hard to predict a completion date for #1239, because the trucks and motors have not yet been acquired. As this is written the Ohio Railway Museum is considering an MTM bid to purchase an intact but derelict Detroit Peter Witt car. Built about 1930, the car is complete, but has been sitting outside for many years. The body is about gone. Its value is its intact trucks and electrical system. The sideframes are not dissimilar to TCRT's, but the wheel diameter is much smaller, 28 inches versus 33 inches on #1300. It is unknown whether the trucks will accept a larger wheel.

MTM also bid on a pair of ORM's CTA L-car trucks, one powered and one unpowered. The powered trucks have too long a wheelbase to fit under a TCRT car, but might be useful for eventually restoring Mesaba Ry. #10. The unpowered trucks are the same as were used under #265. Modifying them to accept motors was a tough job, but is clearly an option. Even if the Detroit car or the L trucks prove surplus, they will be valuable for trade or resale.

MINNEHAHA DONORS LIST

September 1 Thru December 19, 1994

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The models of the proposed Excelsior car barn and museum building, designed to resemble the original Dock Station, were built by Eric Sayer Peterson. Leo Meloche photo.

Dock Station replica planned to house museum

The Excelsior dock station was a distinctive building. With its round cupola and angled wings, it stands out in the memories of those who saw it. Passengers passed through it to transfer between the streetcars and the express boats and Big Island ferries.

With the boats' demise in 1926 it was sold to the Excelsior Amusement Park and housed the dodge-em cars. It was finally torn down when the amusement park quit in the late 1960's.

The proposed building design was done by **Eric Sayer Peterson**, who has also built the terrific display models of the Minnehaha, the Wayzata Depot and dock, the Excelsior dock, the car barn and the museum building. Quoting from his design paper, "My proposal uses many of the Dock Station's design elements, such as its canted layout, Roman arches, central tower and its cupola with its squat ogee arch. The wings bend the opposite direction of the original dock station. This was done to set the museum against the curving streetcar track at its rear.

The north wing will exhibit streetcar boat related items, while the south wing will house the streetcar exhibits. A waiting area, complete with old fashioned waiting room benches, separates the two wings of the building. This waiting area opens onto a small platform at the rear of the building where patrons may board the streetcar.

In the tower, a museum gift shop will be housed on the first floor, while the second floor will contain the museum's office space."

The depot would be located in the southwest quadrant of the intersection of Excelsior Blvd. and the trolley line on land owned by boat supporter **Fred Bruntjen**. It is described as the third leg of the Excelsior project, the first two being the Minnehaha and the streetcar line. It will house ticket sales, museum offices and historical

displays. Estimated to cost \$1 million, it has not yet been funded. The Steamboat Division Board wants to complete the boat and trolley before starting on the museum building.

MEMBERSHIP SURVEY RESULTS

A member survey was distributed with the last Minnegazette. Its purpose was to gather information for the Board and the General Superintendents about member involvement, use of the free ride privilege, and attitudes towards possible dues increases and limits on free rides. 137 (17%) of the current 824 members responded.

This year, how many times did you ride the streetcar at Lake Harriet? (don't count working as a crew member)

The average was 3.5 rides. 44% didn't ride at all. 13% took ten or more rides and 3% more than 25 rides. One respondent rode 60 times. Those living closest to Lake Harriet rode the most. All the high ridership members live in Minneapolis.

This year, how many times did your spouse and children ride the streetcar?

The average of 3.1 family rides was somewhat lower than for individual rides. 56% didn't ride at all. 9% took ten or more rides and 3% more than 25 rides.

This year, how many times did you ride the train at Osceola? (don't count working as a crew member)

Perhaps because of the distance to Osceola and the length of the ride, repeat train rides by members were much less common than trolley rides. 46% did not ride at all, 31% rode once only and 23% rode more than once. Only 4% rode more than three times. Like the trolley, those who lived the closest were most likely to repeat ride. *This year, how many times did your spouse and children ride the train?* 54% did not ride at all, 30% rode once and 16% rode more than once. Only 3% rode more than three times.

How often do you attend the annual member picnic?

19% Usually 22% Sometimes
59% Never

How often do you attend membership meetings?

16% Usually 31% Sometimes
53% Never

Most picnic and member attendees were also active volunteers.

Are you an active MTM volunteer?



The long range plans for Excelsior call for replicating the original Stillwater dock station. Built in 1906, it survived the end of the streetcars and steamboats as part of the Excelsior Amusement Park but was torn down in the late 1960's. Pete Bonesteel collection.

(Check all that apply)

- 29% Yes, Traction
- 27% Yes, Railroad
- 6% Yes, Steamboat
- 7% Yes, Other projects
- 50% No

The response to this question indicates that active volunteers were over represented in the survey responses. They actually make up about 25% of the membership. One quarter of the active volunteers surveyed participate in two or more divisions of the museum.

If you are an active volunteer, how many times did you volunteer this year?

- 16% 1-5 times
- 19% 6-10 times
- 64% More than ten times

After you joined MTM, did riding our trains or trolleys cause you or a family member to become an active volunteer?

- 22% Yes
- 78% No

How often do you use your MTM Member Directory?

- 18% Frequently
- 56% Occasionally
- 26% Never

Would you object to a \$5 dues increase for individual members?

- 24% Yes
- 58% No
- 19% No opinion

Active volunteers were twice as likely to object to a dues increase as non-volunteers.

Would you object to a \$5 dues increase for family members?

- 27% Yes
- 58% No
- 15% No opinion

Family members and active volun-

teers were more likely to object to a family dues increase.

Would you object to a limit on the number of free train, trolley or boat rides for members?

- 44% Yes
- 48% No
- 8% No opinion

Family members were twice as likely to object to a potential limit on free rides.

What kind of membership do you have?

- 39% Individual
- 61% Family

Family members were over represented in this survey.

What is your zip code?

- 42% Mpls
- 10% Mpls suburbs
- 24% St. Paul
- 6% St. Paul suburbs
- 3% Wisconsin
- 15% Other

DUES UNCHANGED FOR 1995

At its November meeting, the Board of Trustees decided against a change in member dues.

The Board permits each division to set its own free ride policy. The Traction Division will make no changes for 1995, although there is some concern about lost revenue from the small number of family members who ride frequently.

There will be a change in the Osceola free ride policy. Members who volunteer anywhere in the museum will continue to enjoy unlimited free coach rides (there are no free first class

tickets). All other members will receive one free ride ticket, and a 50% discount on additional coach tickets. The reasons for the changes are the significant revenue loss caused by member rides, and the desire to create an incentive to volunteer.

The current dues for both individual and family members have remained steady since 1988. The old \$20 "associate" membership was eliminated in 1991, a de facto \$5 increase for non-volunteer single members. Here is the dues history back to 1981.

Year	Family	Individual	Associate
81-85	\$20	\$15	\$10
85-87	25	20	15
1988	30	25	20
1991	30	25	NA

AT THE 1994 ARM CONVENTION IN TORONTO

-Louis Hoffman

A delegation of four from the Traction Division attended this year's Association of Railway Museums convention in Toronto from September 7 to 11. Having been to the last four in a row, they seem to get better each year. As hosts of the 1995 convention in the Twin Cities from September 20 to 24, we have our work cut out for us to equal the fine event put on by our



The South Simcoe RR fielded this classic mixed train behind 111-year old CPR 4-4-0 #136 for ARM. Louis Hoffman photo.



Top: Michael Sciortino takes the breeze during the ARM Convention's Toronto PCC tour.

Bottom: Toronto lightweight #416. All Louis Hoffman photos.

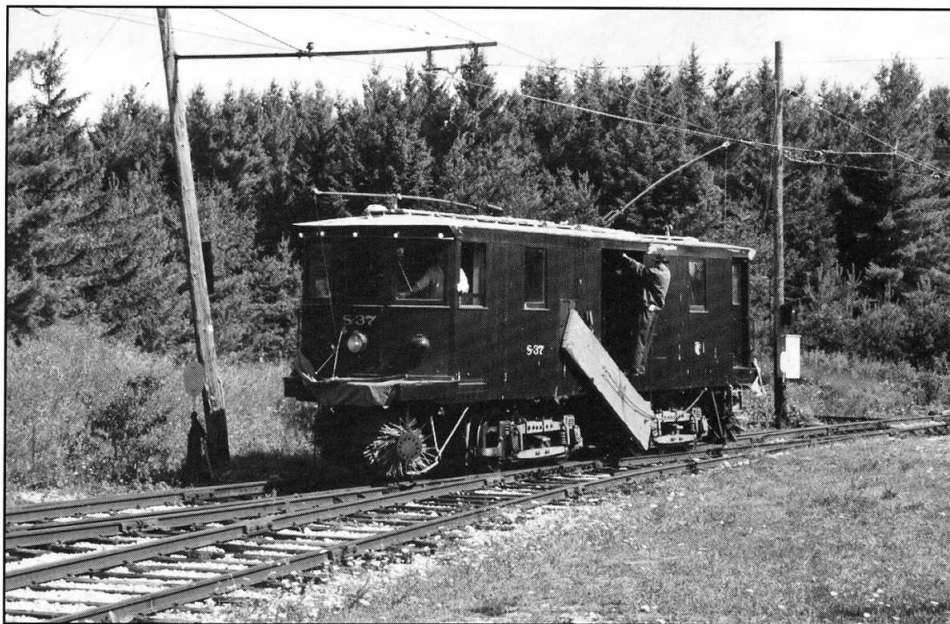


colleagues in Toronto. Attending were **John DeWitt**, **Louis Hoffman**, **Mike Miller**, and **Michael Sciortino**.

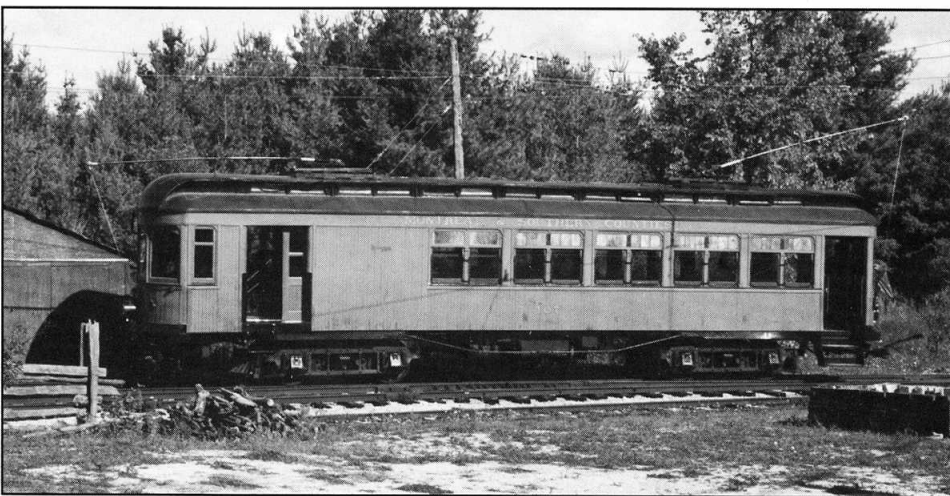
Excellent seminars were held on a variety of topics throughout the convention. The seminar on Equipment Maintenance was presented by **Bob Johns**, General Manager of the our host, the Halton County Radial Railway, and Director of Safety for GO (Government of Ontario) Transit. The theme of Bob's presentation was making sure that you pay attention to equipment after you restore it. He built on the themes set forth at the 1991 convention where **Bob Hughes** of SEPTA and Seashore provided the information which resulted in the preventative maintenance program in place in the Traction Division today. Although there's room for improvement, it was comforting to hear that we are doing most of what Bob suggested.

Halton County is a family affair. Another seminar was presented by **Joan (Mrs. Bob) Johns**, Halton County's curator, and their daughter **Kathy Johns**, the assistant curator and also a GO Transit employee. The topic was visitor services. Much of their discussion was geared to larger operations than Como-Harriet, but they provided many valuable tips. One is to be ready when the doors open (or when you say your door opens). For us, that means that the streetcar should be at the depot well before starting time so that the first trip begins at the starting time. The information they presented on museum store management should prove invaluable for the Osceola depot museum store.

An informative seminar on interpretation was presented by **Scott Becker**, Executive Director of the Pennsylvania (formerly Arden) Trolley Museum and the President of ARM, **Edward Lybarger**, President of PTM, and **Russ Cashdollar**, a Visual Information Specialist at the Smithsonian Institution. The theme of this seminar has been heard at ARM conventions before but is always worth repeating because it's so important. Why is this stuff we preserve and operate so important? Already, few of our passengers experienced trolleys and passenger trains in the wild. While many will enjoy the experience we provide, our long-term survival depends on making ourselves relevant to the lives



At the Halton County Radial Ry. (Top) Bright red Toronto sweeper/plow #532. Middle and Bottom: The interior and exterior of classic Montreal & Southern Counties wood interurban #107.



of our visitors. We need to explain just how important trains, trolleys and steamboats were in the development of our cities and our nation. Our exhibits need to focus on variations of this theme. In developing exhibits, we should pick the story first and then the pictures to support it. The presenters also provided very valuable technical information on the nuts and bolts of writing captions and preparing exhibits.

On Thursday afternoon, we enjoyed a nearly five hour PCC tour of the west side of Toronto, even getting lost once. It was a joy to ride real streetcars with open windows in city streets. That evening, dinner was aboard the beautifully restored steam ferry Trillium in Toronto harbor.

Our Friday afternoon excursion was to the South Simcoe Railway, a relatively new operation on four miles of former Canadian National branch-line. The South Simcoe's primary power is an 1883-built former Canadian Pacific 4-4-0 which ran on branch lines in New Brunswick until 1960. After passing briefly through a new subdivision the line passes through pastoral country-side to Nowhere. A short extension to a neighboring town is planned.

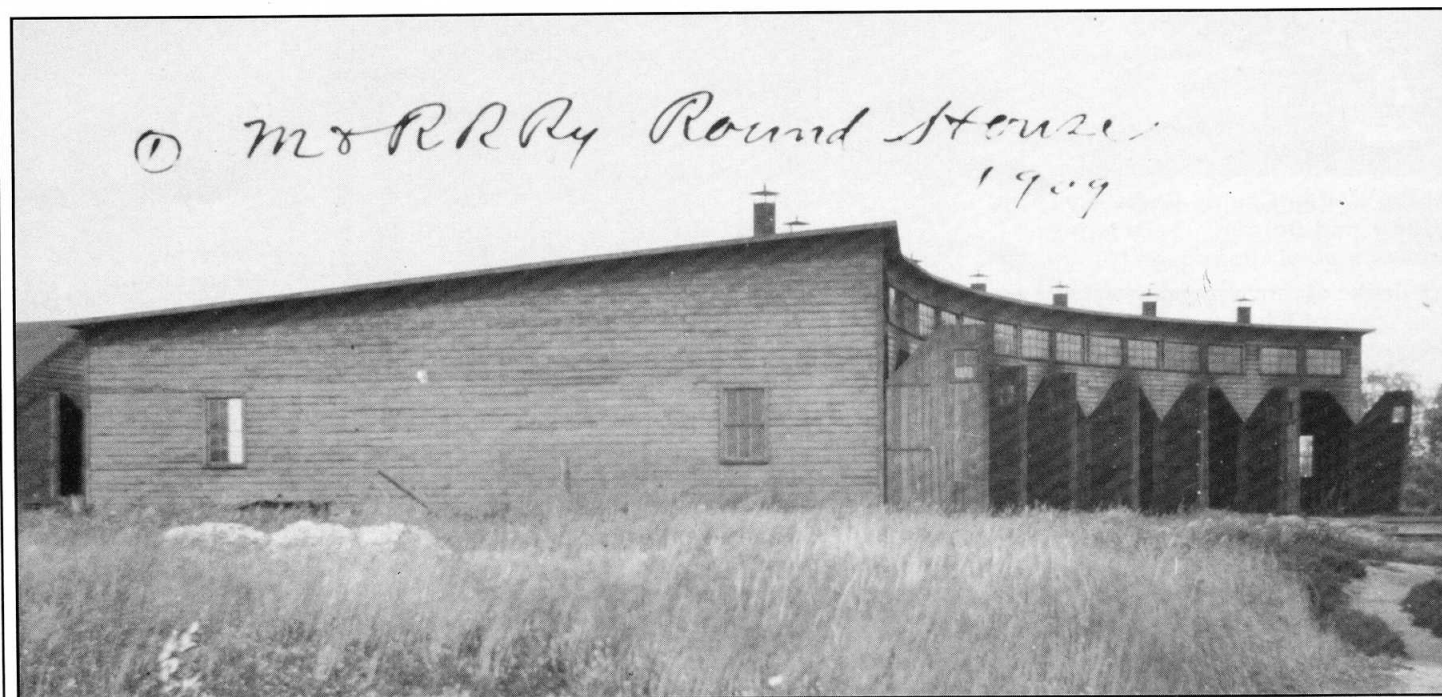
On Saturday, we spent the day with our hosts, the Ontario Electric Railway Historical Association, at their museum, the Halton County Radial Railway. It features a fine collection of Canadian cars, many from Ontario and specifically, Toronto. **John DeWitt** learned to drive a PCC streetcar, a skill which will be in demand before too long.

The annual meeting of the Association was held on Sunday morning. I was re-elected to the ARM board for a second two-year term. After the meeting, I made a presentation of **George Isaacs'** MTM slide show as part of our invitation to next year's convention in St. Paul. We can expect a good turnout. This will be our first national since the 1983 TRAIN convention.

Thanks to our hosts, OERHA, and to the South Simcoe Railway, the newest ARM member (they submitted their application during our visit) for their fine hospitality. We have a tough act to follow this September. If you can help plan and organize the 1995 convention, which will be held from September 20 to 24, please call **Louis Hoffman** at 729-0287.

THE MINNEAPOLIS & RAINY RIVER RY.

The M&RR was a subsidiary of the Itasca Lumber Company. Incorporated in 1901, it built a 16 mile mainline north from a Great Northern connection at Deer River, 15 miles west of Grand Rapids. The main split into two main primary branches, each about 25 miles long, and several logging spurs. In all 98 miles of track were built. The M&RR was a somewhat more substantial undertaking than many of the logging lines. There was a large, permanent depot and roundhouse at Deer River. A daily mixed train provided passenger service to the branches on alternate days. A couple of engines were delivered new, although much of the rolling stock was second hand and old. Like so many industries, the logging business dropped off drastically during the Great depression. The M&RR abandoned in 1932. Pete Bonesteel acquired these photos, taken 1903-12, from a family that had been involved with the M&RR.



Top: 2-6-0 #1, lettered for the short lived (1892-97) Itasca RR, at the Great Northern crossing in Deer River in 1903. That's the GN depot, freight house and water tank in the background.

Bottom and opposite top: The Deer River roundhouse and shop in 1909.

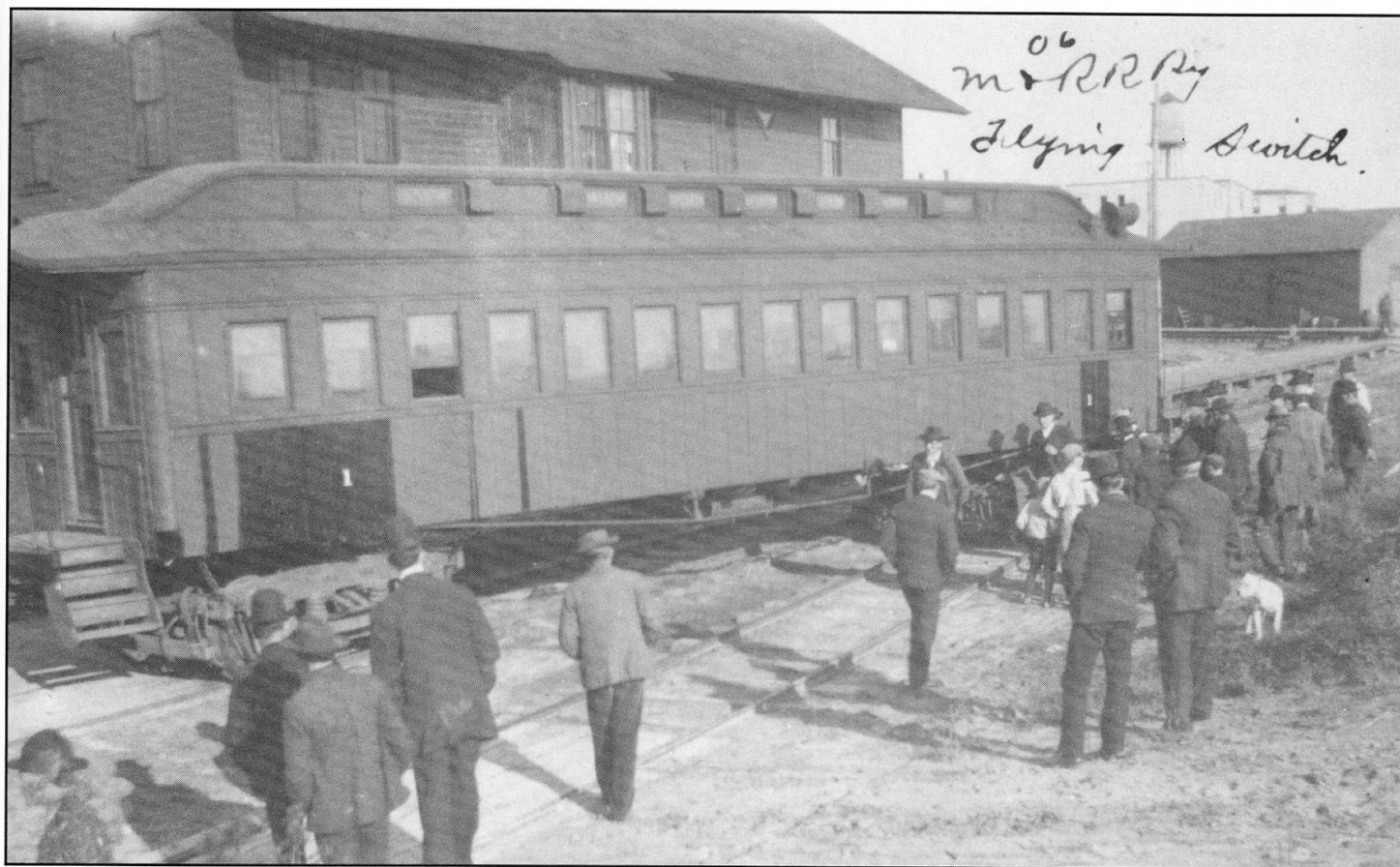


A string of new log flats sits on the GN interchange.



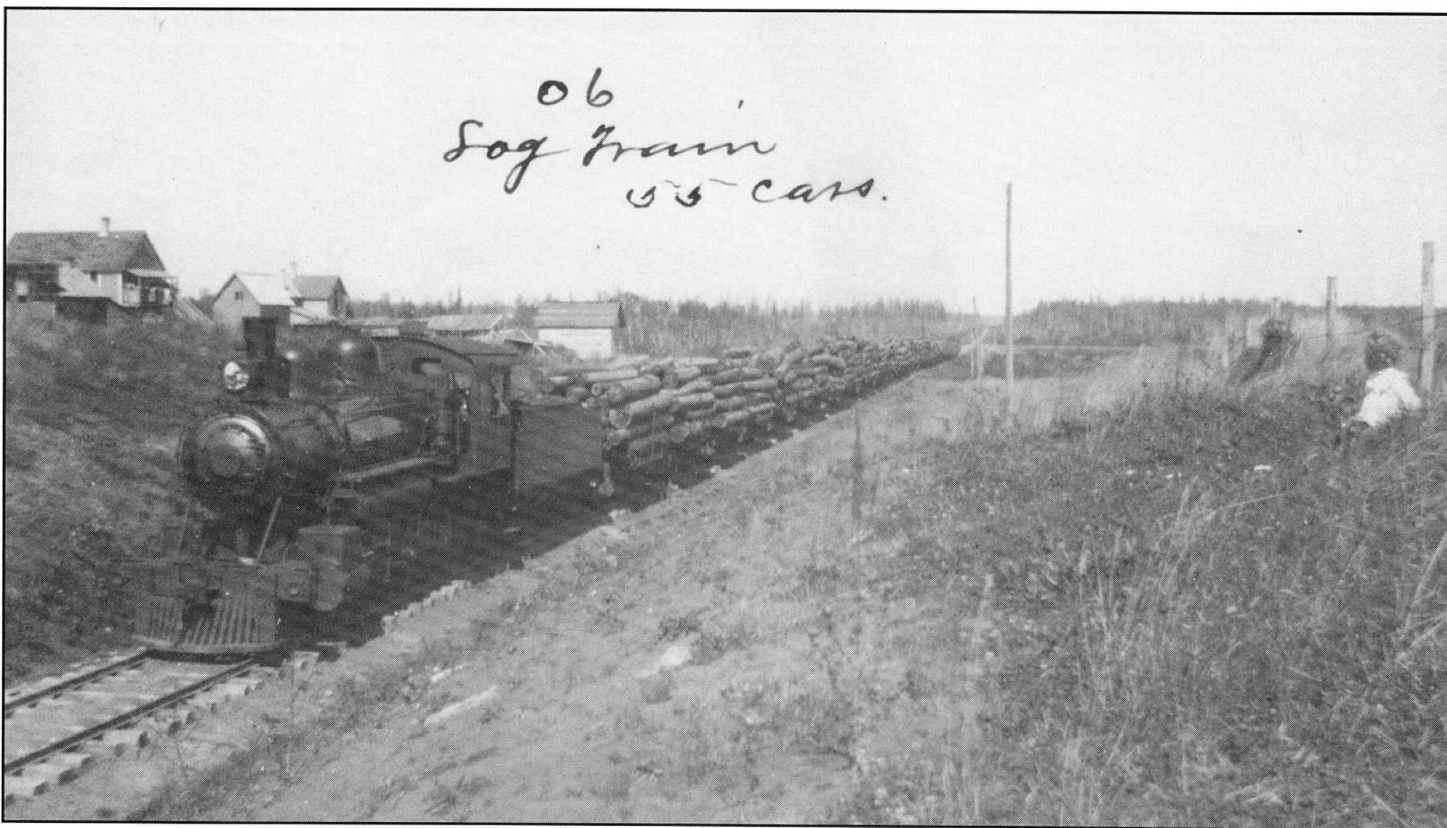
Deer River in 1906. The coach with the center baggage door looks like a second hand "Jim Crow" combine, designed to segregate black and white passengers in the southern states. It also looks narrow and short enough to have been built as a narrow gauge car.





Above: Woops. The reference to "flying switch" on the photo implies that the engine uncoupled from the coach while pulling it, and accelerated ahead on the main track, intending to switch the coach into the siding. The switch apparently didn't get lined to the siding quickly enough, causing the two trucks to go their separate ways.

Below: A log train along the line, pulled by a brand new Cooke 2-6-0 of the same design as those built for the Panama Canal RR.



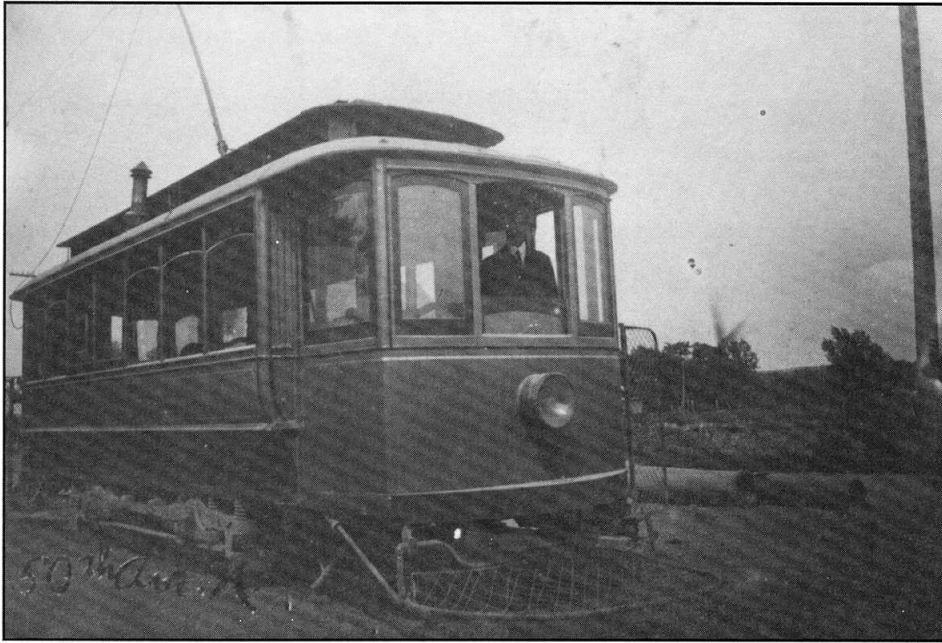


Typical M&RR right of way through the woods. Note that the line is well engineered and even ditched. The mixed visits the crude depot at Stanley.



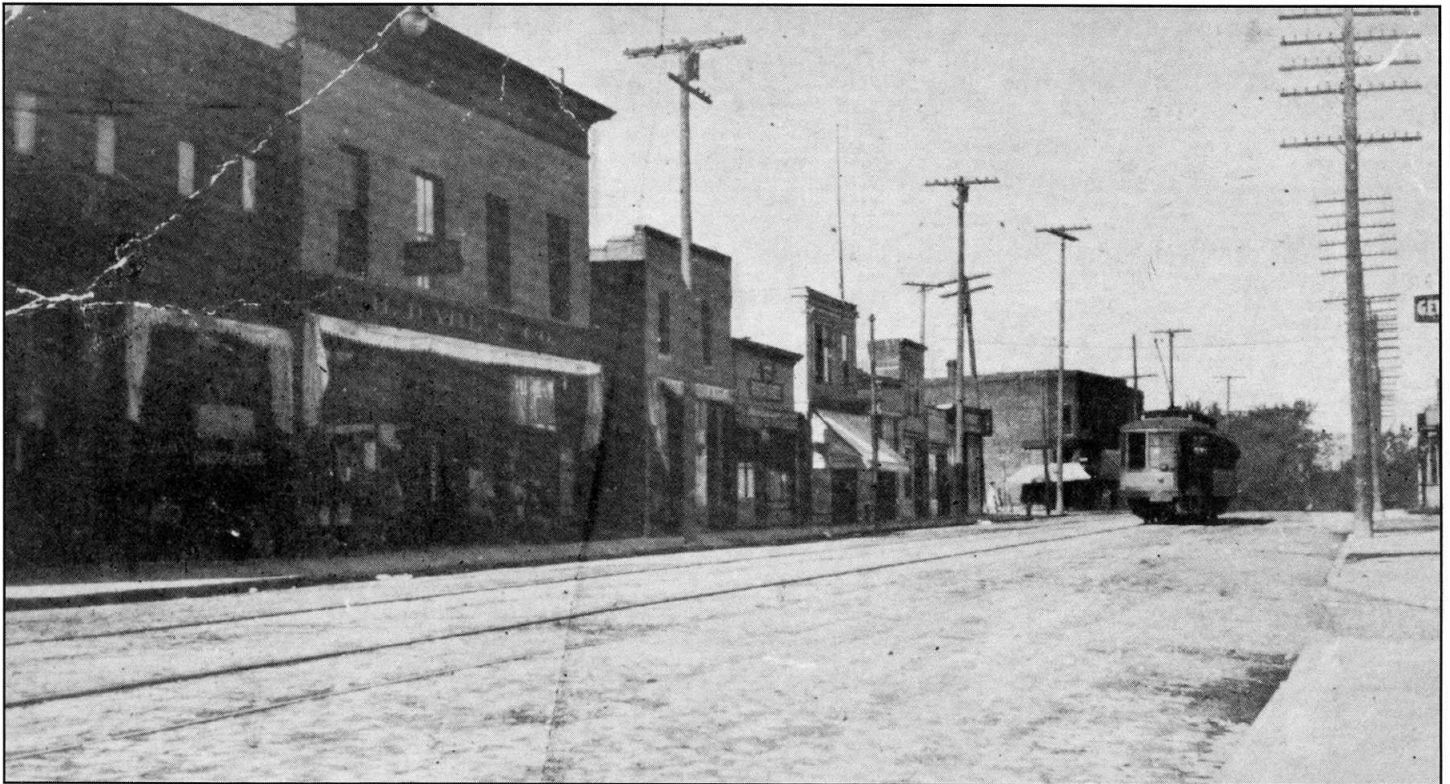
THE 2ND PETE BONESTEEL PHOTO SECTION

Hollywood does sequels all the time, so why not the Minnegazette? The Summer 1991 issue featured a photo section drawn entirely from Pete Bonesteel's huge postcard and photo collection. A recent visit to Pete's basement turned up all sorts of treasures, so here we go again. Except for the front cover, every historic photo in this issue is his.



Not a very good photo, but the subject is extremely rare. This is the Camden Extension, a shuttle that ran from the end of the Camden line at 42nd & Washington Avenue N. to 49th & Lyndale Ave. from 1899 until 1913 when it was extended to 51st Ave. and the shuttle was replaced by through service. In 1925 the trackage on Lyndale was abandoned north of 45th Avenue and replaced by track on 45th and on Bryant, ending at 52nd Avenue, a configuration that remains to this day. The car appears to be an 1893 LaClede, modified with TCRT wire gates and fenders, plus the platform enclosure or vestibule required by an 1893 state law.

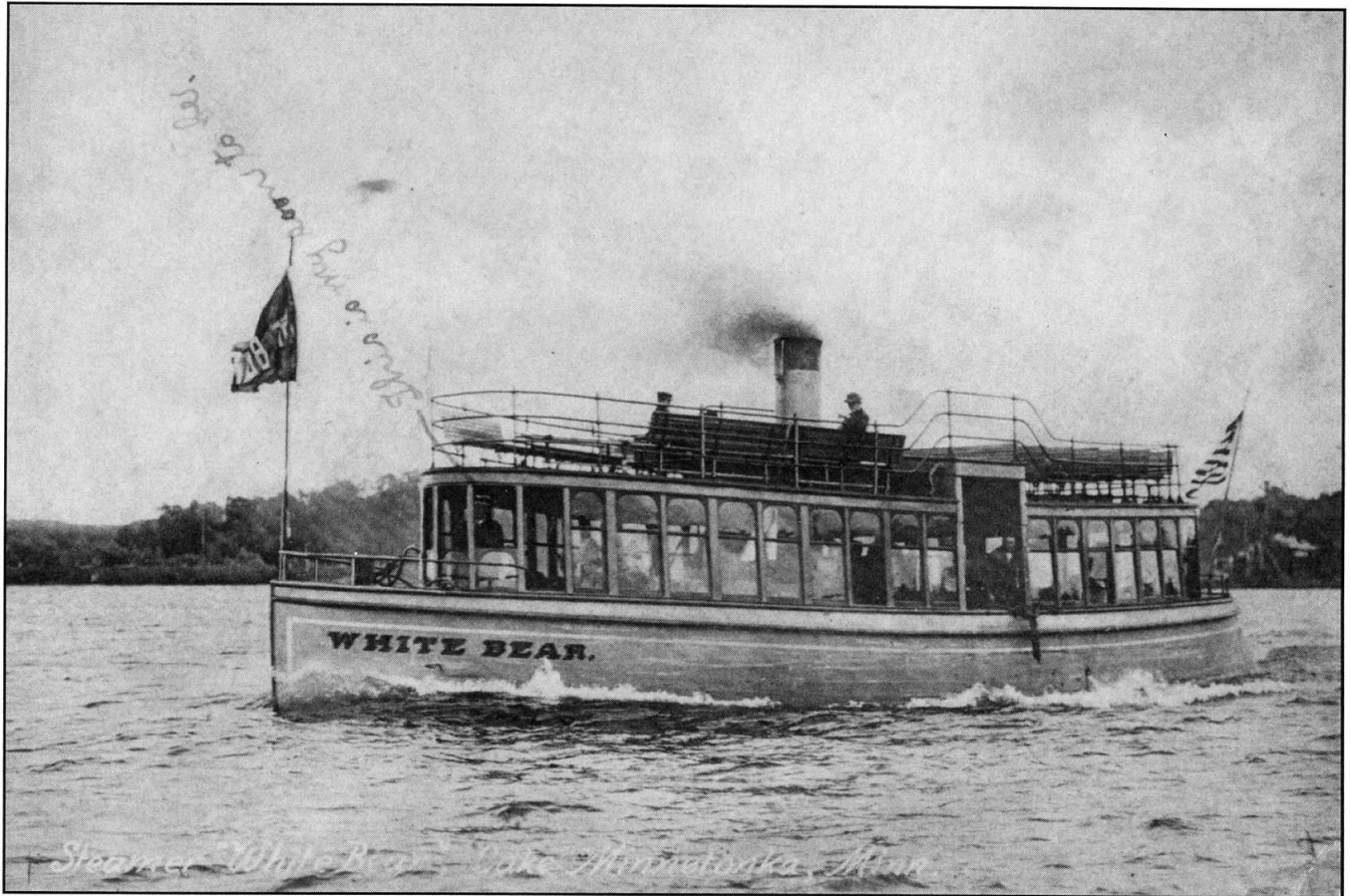
Below: Camden (42nd & Washington), in 1914.



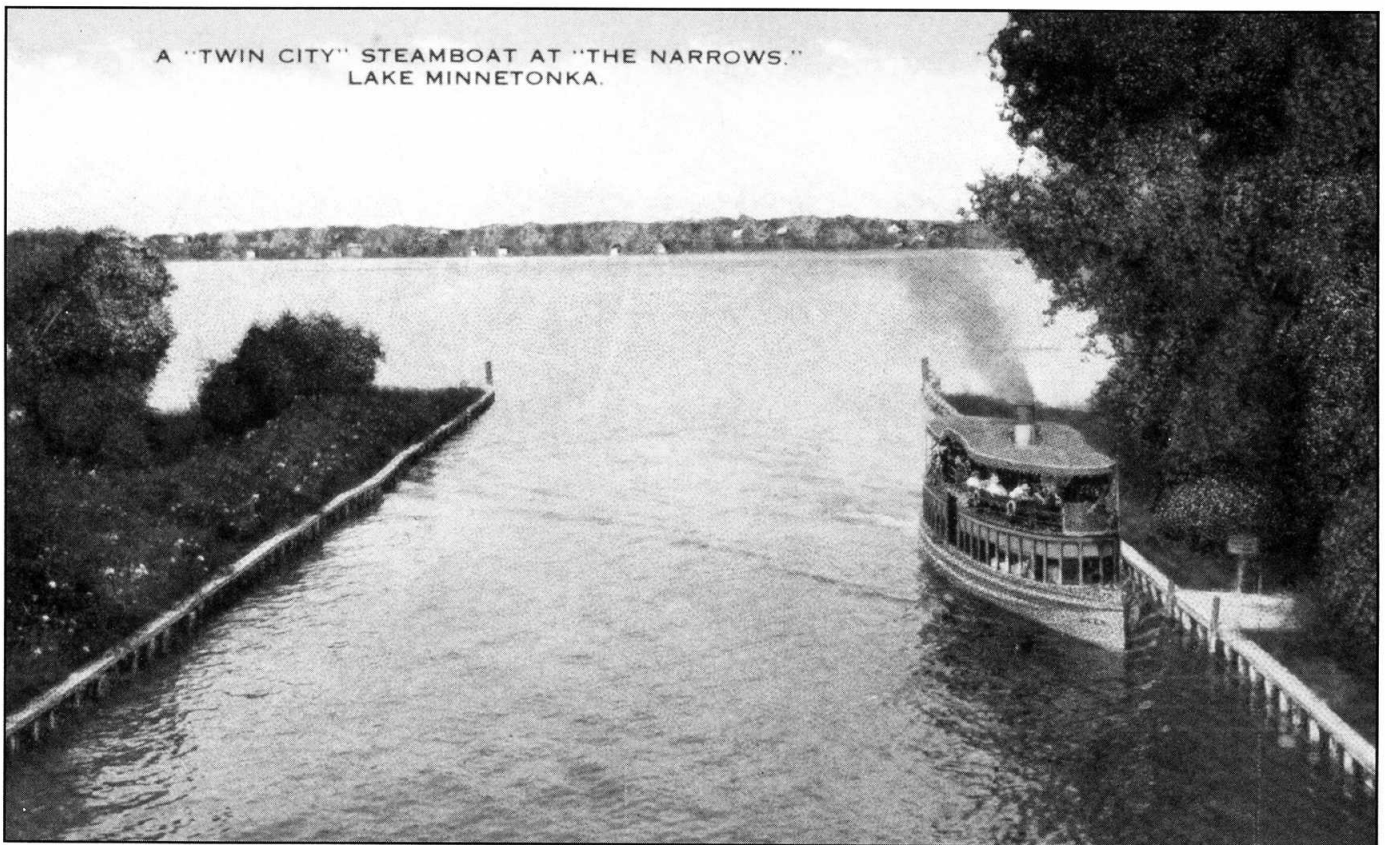


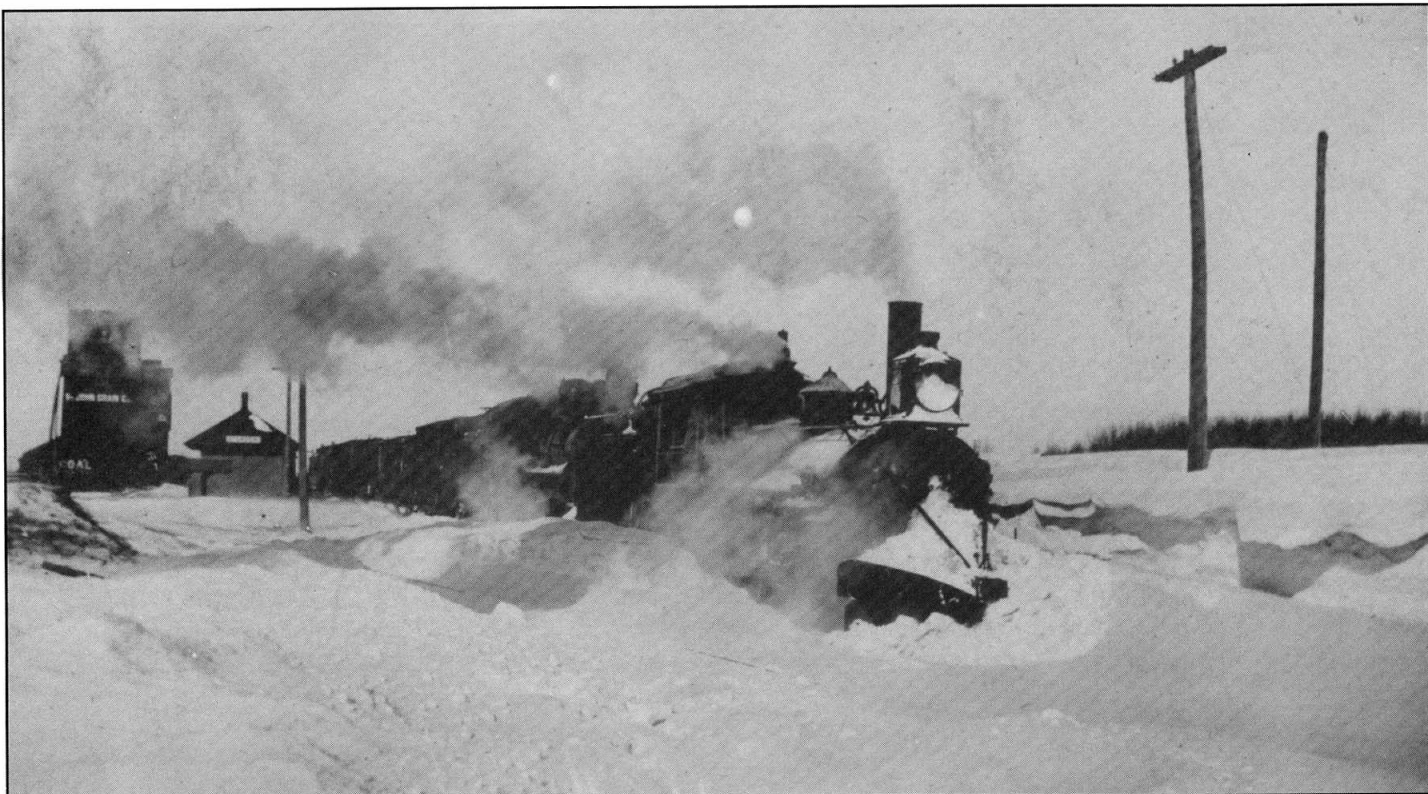
Many Twin City suburbs were once freestanding small towns. Here are Chanhassen on the Milwaukee Road and Lake Elmo on the Omaha Road. All the facilities shown are long gone.





Here are two post cards of the express boats. Note the upside down handwriting above the White Bear. Written by a woman named Mabel, it says "This is my soon to be" and points to a man in the bow, presumably her fiancée. The other view looks down from the Narrows bridge, now County Road 19.

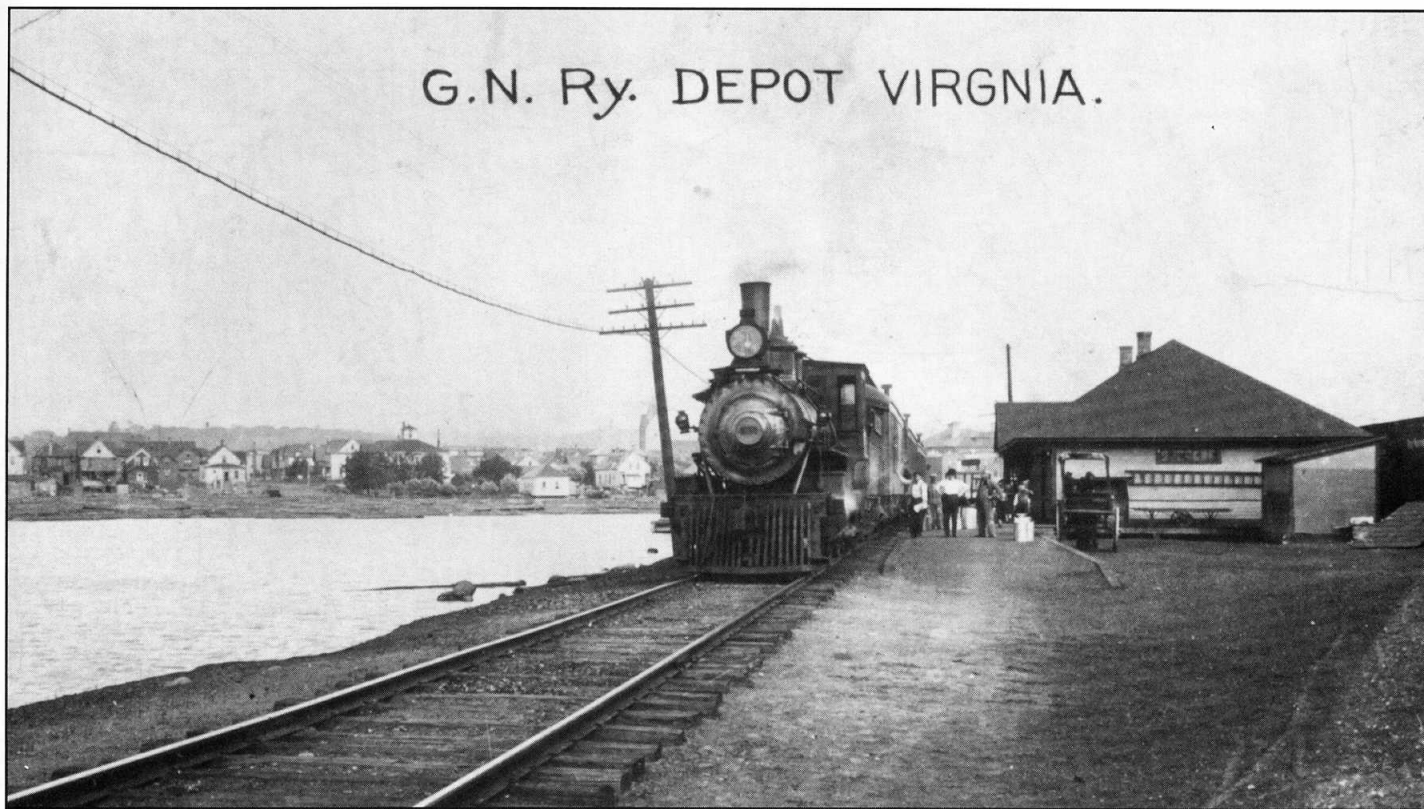




Above: Rough winter railroading at Storden on the Omaha branch line from Bingham Lake to Currie.

Below: In a scene repeated all over Minnesota and the Dakotas from the 1930's to the 1950's, a Great Northern gas-electric trundles down light rail during its 137 mile run from Breckenridge, MN to Aberdeen, SD. The 4:45 AM departure from Breckenridge and average speed of 29 miles per hour probably did little to attract passengers. The RPO contract paid for this train.

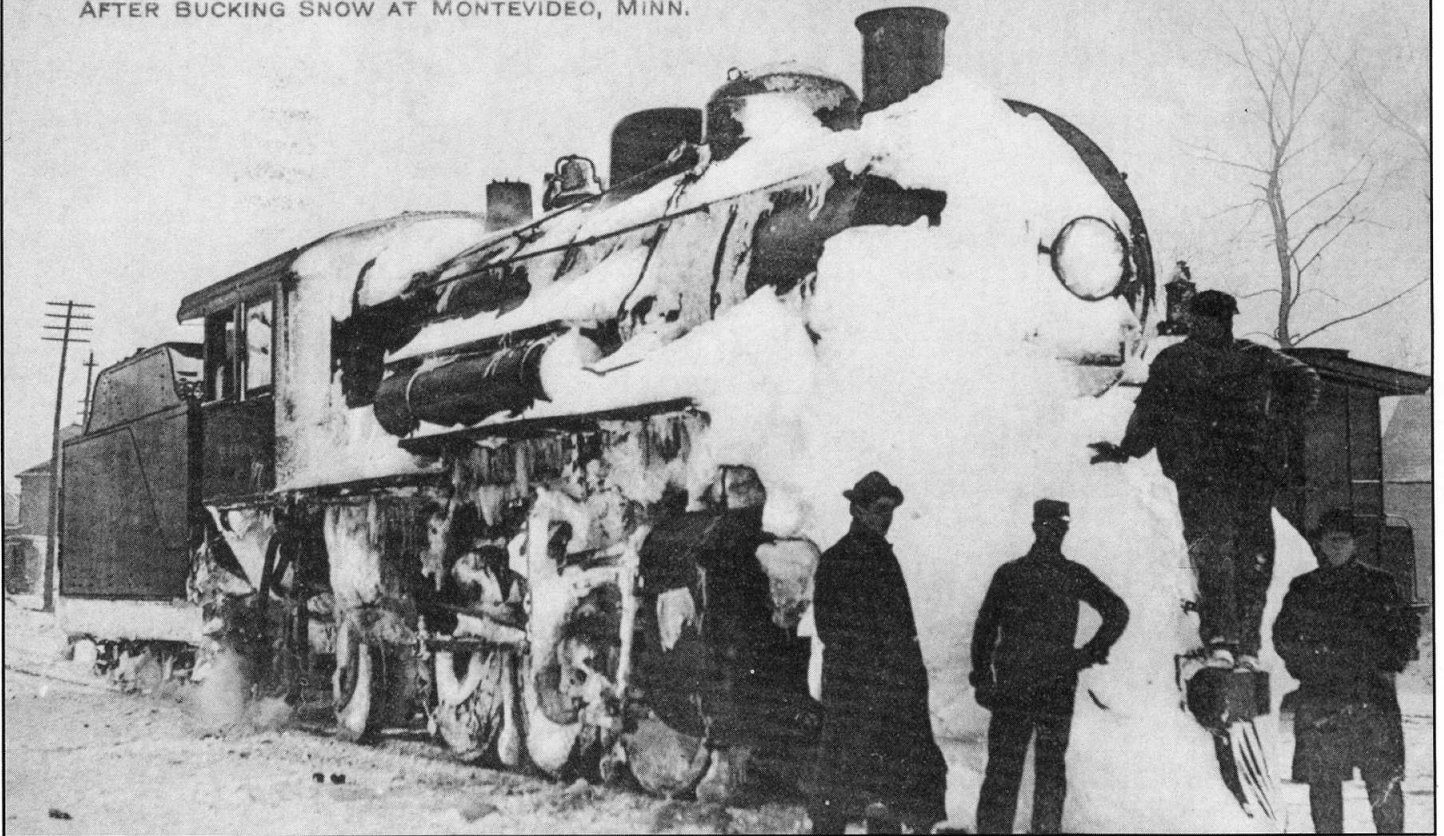




Two Great Northern depots, circa 1910.
 Above: Virginia, on the Mesabi ore line.
 Below: Freeport, on the St. Cloud-Alexandria-Fargo line.

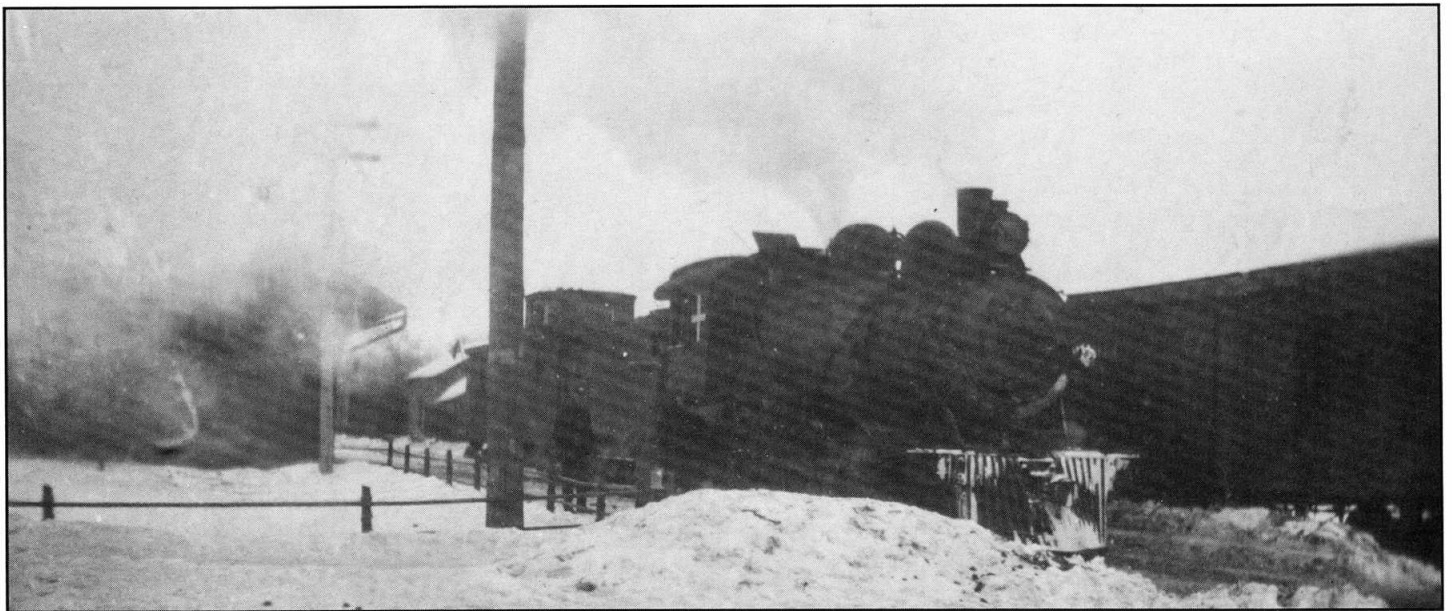


AFTER BUCKING SNOW AT MONTEVIDEO, MINN.



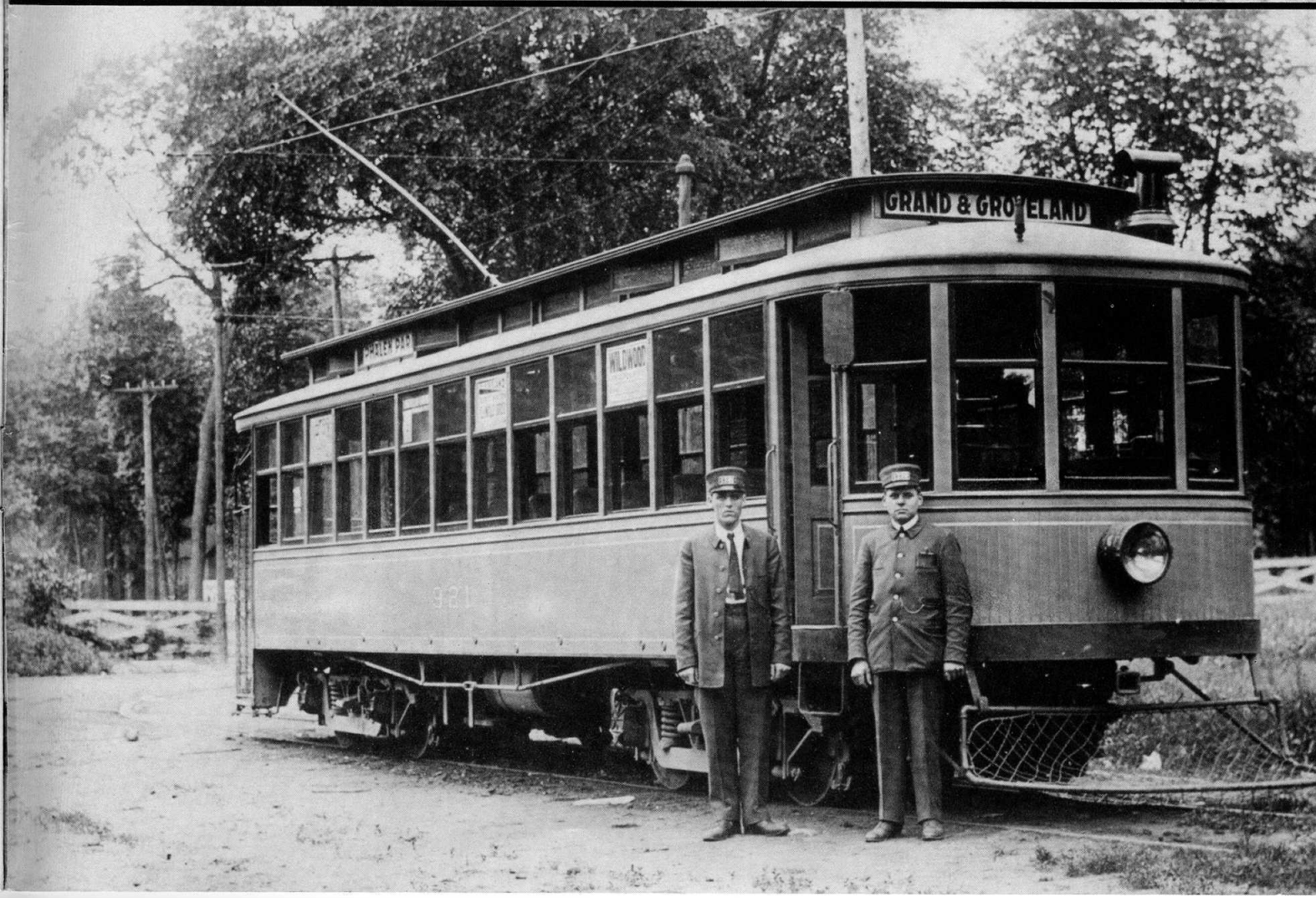
Above: 1908 at Montevideo. The depot, whose restoration was chronicled in the last Minnegazette, is barely visible at left.

Below: February 25, 1910 was a very gray day when this M&StL caboose hop was photographed at the old depot in Excelsior. Display streetcar #1809 now sits on this spot, where the new MTM Excelsior trolley line will terminate.



Inside rear cover top: The easternmost point on the far-flung TCRT system was the South Stillwater (Bayport) wye at 3rd & Central, shown here in 1923. The car is one of the 32 class C-3 built in 1901. Designed for service on lightly patronized routes, they were only 38 feet long and narrower than the standard cars. Seven of them were modified with railroad style pilots and dash marker lamps and assigned to the Stillwater local lines. Inside rear cover bottom: Car #921 was built in 1902, part of the last group of class B-3, the first 185 cars to be designed and constructed in TCRT's own shops. #921's group was notable for being the first air brake equipped local cars in the system. #921 was scrapped in 1934.

Rear cover: The rubber tired interurban calls at small towns in the forties. Greyhound operated both routes.







MINNESOTA STREETCAR MUSEUM

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